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1946 **H.R.G.** aerodynamic, spa replica, blue... £295

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1952 XK120, spotless green example, E.H.Q. £495
1951 XK120, blue/black, E.H.P.X. £515
1951 XK120, blue, lovely example £495
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1949 T.C., spotless B.R.G. example, A.B.P ... £345
1946 T.C., nice bright black example, R £345
1947 T.C., excellent black example £335
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1946 T.C., black, fair all round £275
1939 T.A. Tickford, B.R.G., 1957 engine £265
1939 T.A., very tidy red example £215
1939 2.6 D.H., good sound example, grey £125
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1938 T.A., spotless green, new hood £225
1938 (Oct.) T.A., 2 owners from new, red ... £225
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1951 **MINOR** Convertible, modified engine, fawn, 2 ..... £355

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1955 (Sept.) **SUNBEAM-TALBOT** Alpine, unmarked red, H.1 ..... £645
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1955 T.R.2, unmarked white example, B.H.X. £595
1955 T.R.2, lovely red showpiece £595
1955 T.R.2, red with beige hide £595
1955 T.R.2, hard top, red/black, H.X.L. £585
1955 T.R.2, green, A.P.S.X.2 ..... £545
1954 T.R.2, red/grey, good example, H.X. ... £545
1954 T.R.2, bright B.R.G. example, H.L.P.2... £555
1954 (Sept.) T.R.2, pearl white H.Q.R. £525
1949 2000 Roadster, lovely green/beige £375
1948 (Sept.) 1800 Roadster, quite exceptional, red £375
1947 1800 Roadster, grey, 1958 engine £325
1947 1800 saloon, lovely grey, H P. £295
1946 1800 Roadster, spotless red/black..... £295
1956 **TURNER**, white/black, exceptional, H.R.X.2 ..... £465

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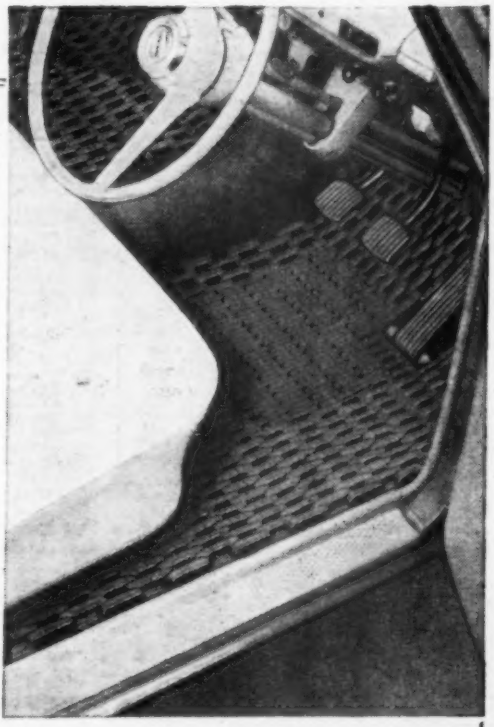

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Make of Car .....

YEAR .....

Model .....

H.P. ..... Name and Address of Usual Garage

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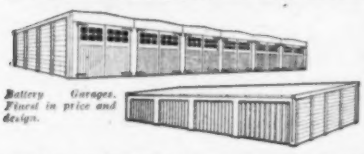

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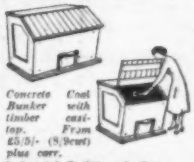

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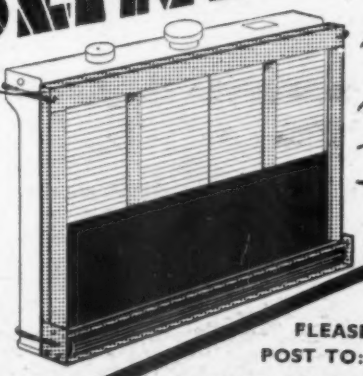

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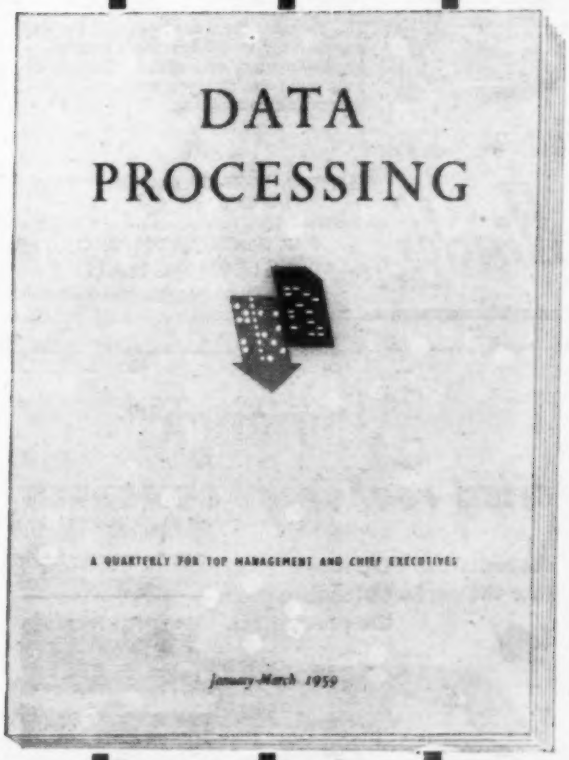

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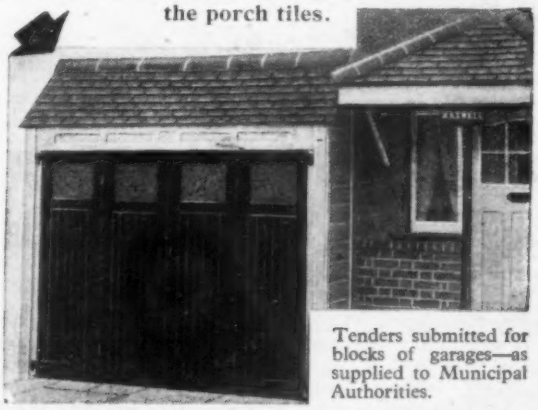

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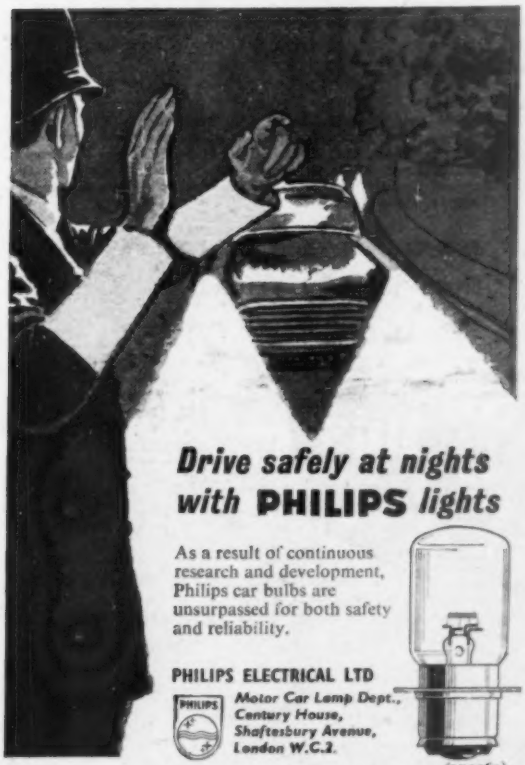

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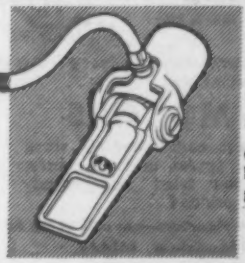

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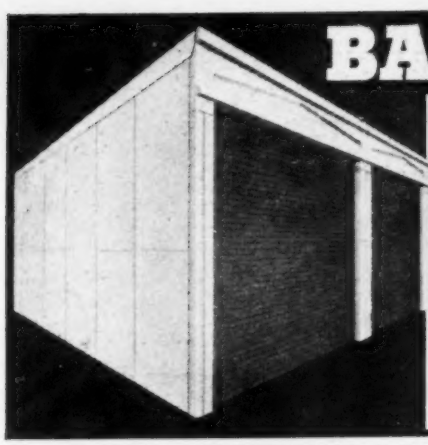

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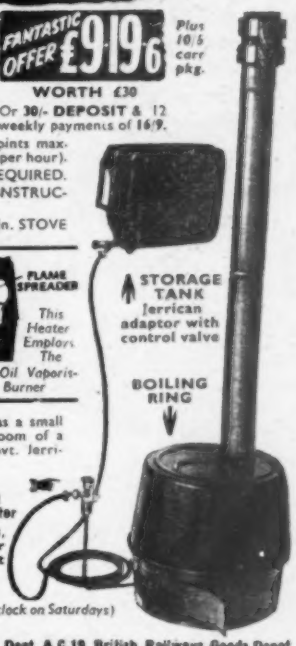

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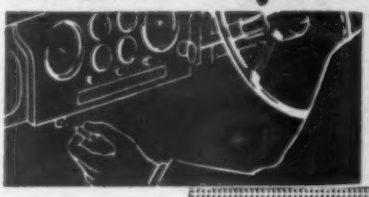

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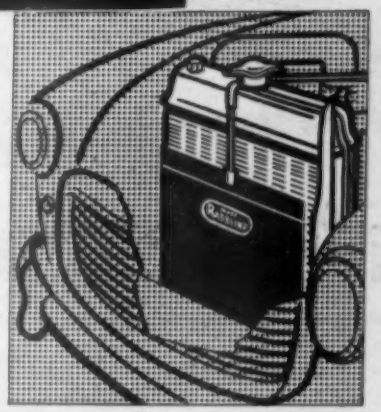

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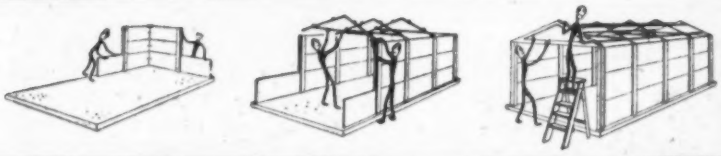

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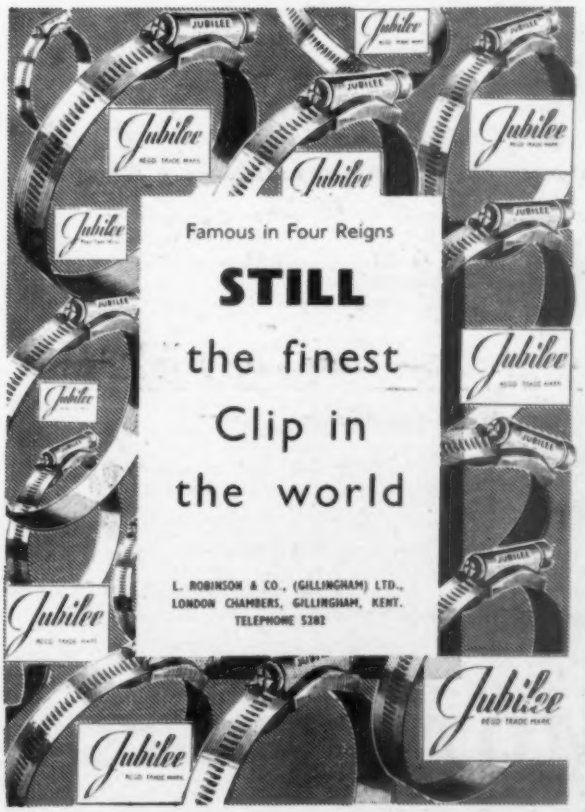

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A Racing Tragedy

IT is not surprising that one of the biggest storms in the history of motor racing broke at the R.A.C. when, on Wednesday, 29 October, the results of a meeting of the International Sporting Committee of the Federation Internationale de l'Automobile (F.I.A.) were revealed. As the matter stands, from 1961 onwards, formula 1 racing is to be restricted to unsupercharged cars of 1½ litres capacity with a minimum weight, including lubricant and coolant, but without fuel, of 500 kilogrammes (1,100 lb). Ballast may not be used to make up this weight.

This decision has been taken without consideration of the views of the representatives of Great Britain—the delegates of the R.A.C.—even though this country has been the most active in the last two years of the current formula, and has produced by far the most successful drivers and cars.

Such a decision seems all the more ironical because, preceding its announcement, three presentations had been made, which without question, brought the proudest moment in British motor racing history. Mike Hawthorn had received his awards as the new World Champion driver, Mr. G. A. Vandervell his as the most successful constructor of formula 1 machines, and Mr. Charles Cooper, representing Cooper Cars, a similar award as the most successful constructor of formula 2 machines.

Mr. Vandervell, John Cooper, Maurice Trintignant, Mike Hawthorn and Stirling Moss had been asked to appear before this meeting of the C.S.I. to give their views on the current formula from the points of view of the constructor and the driver, and particularly in respect of safety. Unanimously they supported a continuation of the current formula, their reasons being that the cars, with five years' development behind them, were safe, and that any change would involve a further period of teething troubles on new models. Additionally, the three drivers stated emphatically that in their opinion Grand Prix racing was the safest form of all, with the lowest record of fatal accidents. They also pointed out that sports car events, particularly that of Le Mans, where cars of widely differing speeds were allowed to compete together, were the most dangerous, and if any changes were thought necessary, this race in particular and those like it, should receive attention first.

The proposed new regulations of engine size and minimum weight, according to Mr. Augustine Perouse, the president of the C.S.I., are aimed primarily at improving safety, but statements made by the top-grade drivers—who, after all, are the only ones with first-hand knowledge of such matters—did not support this contention.

At Cross Purposes

IT is by no means certain that these new proposals will gain the support of manufacturers. Strangely enough, a specialized sub-committee of the C.S.I. has been set up already to cater for events using cars of greater engine size and performance. A new formula which, it is hoped, will strengthen co-operation between America and Europe is to be considered, and for this purpose an engine capacity of three litres is contemplated. This is one more example of the chaotic way in which motor racing is conducted; the time is long past when such unwieldy administration should be superseded.

The greatest travesty of all in this new formula 1 decision is that it was influenced not by the nations who are currently doing most to keep the sport alive (Great Britain, Italy and America)—for these nations voted for the continuation of the current formula—but by representatives of nations like France, Holland, Belgium, Monaco and Germany, none of which currently produce a formula 1 racing car.

We are aware that when previous changes have been announced, they have usually been unpopular in the initial stages, but we cannot recall one more ill-conceived technically, or more likely to destroy the spectacle without which Grand Prix racing will die. The matter is discussed fully on page 762.

Changing Times . . .

AUTOMATICS REPRESENT PROGRESS, SAYS MIKE HAWTHORN

IT MAY COME as a bit of a shock to enthusiast and purist drivers, who usually scorn automatic transmissions, to hear that for everyday motoring the World Champion Racing Driver favours them — even on a car such as the Jaguar. In this informal article Mike Hawthorn expresses some personal views on the subject

NO one really likes change; it's a fairly human failing to prefer what one has known and what one is used to—I'm very used to my old corduroy cap, for instance, and have no wish to part-exchange it for a later model with retractable ear flaps.

Nevertheless, whether we like it or not, progress is inevitable. Super Squalos give place to Dino 246s—and 256s—after C-type Jaguars come D-types in the natural course of time, and nobody seems to mind except the C-type owners. Today it is impossible to drink a cup of coffee without fighting one's way through a dense mass of fearsome foliage, rubber plants and the like, which has now become the normal decor of the coffee shop.

Pubs, too, have changed, and the sawdust on the floor has gone; in its place we have flock wallpaper and dim lighting which makes it tricky to see if the bitter is off. But if the hostelry is changed, its occupants are not, and standing in his usual corner will be the motoring expert, a tweedy type with moustaches as sweeping as his statements, and possessed of cavalry twill trousers and a firm belief that anything new is a Bad Thing.

". . . takes the fun out of driving . . ."

His obvious and genuine love of the vintage car is shared by me. I thoroughly enjoyed my drive in the 3-litre Bentley in the "Retrospective" race at Le Mans this year, but I'm not with him over other aspects of the matter. For everyday motoring on what, laughingly, passes for a road system in this country, I would not choose anything but the most up-to-date and completely equipped motor car I could lay my hands on. For this reason alone, I go for automatic transmission on a car.

My first experience of this form of drive was when making a film with Katie Boyle. She drove an automatic whilst I had a manual box. Our cars were identical—but over a straight half-mile from a standing start I had to work quite hard to stay anywhere near her. Mind you, I think I could have gone round the corners quicker. But then you can't have everything, and although I may be a better driver, Katie is much prettier than me, or so my friends say.

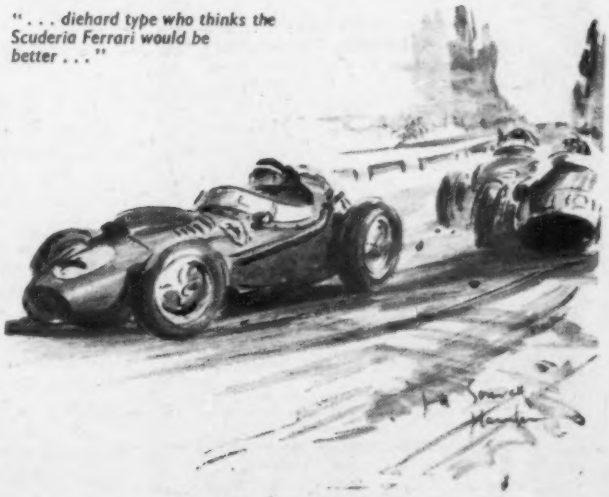
With the automatic box, optimum performance may be constantly utilized to the full, because the maker of the car has predetermined maximum speeds in the indirect ranges in relation to maximum power output which, of course, is produced at peak r.p.m. Furthermore, though nominally featuring three speeds, the incorporation of a torque converter in the system results in the provision of a range of ratios much greater than that of any four- or five-speed box.

Of course, you *can* get higher speeds in the gears with a conventional gear box but the point is, how often would you over-rev, particularly in your own car? Come closer, *mon ami* mate, and I will tell you—not very often. Anyway, over-revving doesn't achieve much—just the occasional spectacular engine blow-up which, on the race track, is invariably attributed to some quite unrelated component or accessory.

My particular gauge of performance is journey time, and I find the automatic car records surprising yet repeated savings of time without much effort from me, and thus with a greater margin of safety. It is interesting to note that that other bunch of professional pilots, the taxi drivers, to whom time and effort is vastly important, are to have automatic transmission as standard equipment on their machines.

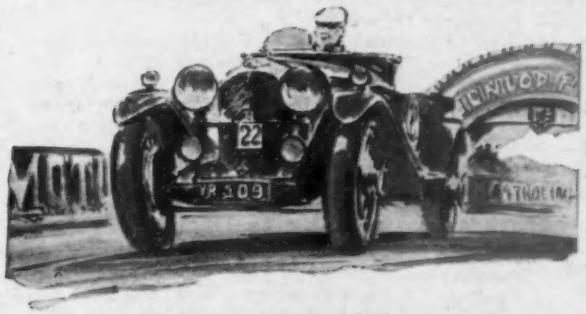
I use the term surprising about the performance of the automatic car for the reason that one is seldom conscious of achieving it—one presses on, and it really is regardless. I think this is largely due to the fact that most drivers tend to associate performance with noise, ignoring the factual evidence before them on the speedometer, for the automatic transmission with its smooth surge of acceleration is undoubtedly quieter.

". . . diehard type who thinks the Scuderia Ferrari would be better . . ."



"... making a film with Katie Boyle ..."

Some of our so-called experts criticize the automatic transmission on the grounds that it takes all the fun out of driving. But there seems to me to be very little amusement to be derived from motoring today—there's far too much car for far too little road. In any case, I am quite certain that the driver of a car with automatic transmission is much more relaxed and, therefore, much more likely to enjoy his motoring. Besides, whilst it is true that anyone can drive a two-pedal car, the real driver will still score by being better able to judge the moment of



"... my drive in the 3-litre Bentley ..."

down-changing, through the accelerator. Just as it says on the placards—"Good Driving Pays."

It does not seem consistent to me to decry the automatic transmission whilst accepting other modern aids—automatic ignition, for instance. Was motoring really more fun when you twiddled a lever on the steering wheel to advance or retard the spark? Or when you shoved your arm out into the pouring rain to signal you were turning right, instead of operating the appropriate winker or trafficator? To part with the gear lever and the clutch pedal is surely just another example of progress. Their disappearance will only be regretted by the diehard type who thinks the Scuderia Ferrari would be better off on Stanley Steamers.

How to get the best out of an automatic transmission car? I think the main thing is to cultivate a sensitive right foot, because up and down changes are initiated by the driver through the accelerator pedal. "Slow in—fast out" is an accepted maxim no less valid on the "open" road than it is on the racing circuit, and you will find that with constant practice you will get much better results, both as regards performance and fuel economy. Don't worry if, when learning this lesson, you reach maximum speed in an indirect ratio and an up-change occurs just as you are passing another car or taking a corner, because there is no interruption of drive to rear wheels. This uninterrupted torque is unique to automatics (always excepting that uninterrupted talk you get at an Albert Hall Meeting of The League of Militant Housewives) and remains, as far as I am personally concerned, as one of the major advantages of this form of drive. Manœuvrability is another—and if you make remarks like the one above, the ability to manœuvre quickly is not only essential but, I would say, vital.

To sum it all up, honestly I think one should give automatic transmission a trial—it is not all that new-fangled, you know, they've had it in the States for years—and if you give it a fair trial you'll be pleasantly surprised by its efficiency, economy and the absence of fuss with which it does the job it sets out to do.

"... moustaches as sweeping as his statements ..."

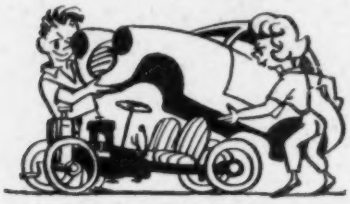
Disconnected Jottings

BY THE SCRIBE
Barry Appleby Drawings

Experiments

ALTHOUGH in the motor trade and industry alike, it is fashionable to despise the crop of odd little sports and runabout cars which the "tin shed Joes" produce, I am not quite ready to dismiss them so lightly myself. What need would there be for them, how could they earn a scant but enthusiastic living, if they were not doing something for motorists?

I do not mean the extraordinary gold-fish bowl, dinghy-outboard-engined cars which penal fuel taxation (or the assessment of incomes on size of car) may produce in foreign countries—I mean the home product. Everybody knows that a boy whose father owns an insurance company, so



Homely

that he is all right on that front, and who wishes to have a really jet-propelled two-seater, does not shop in the High Street at the big chain stores.

Artisans in council houses provide a market for a homely three-wheeler with a reproduction of the Vintage Austin Seven engine, with which probably they are very familiar, and a body entirely resistant to corrosion—its resin glass fibre is much the same as that used for sea-water dinghies.

All right, you and I may not own either and, speaking for myself, I don't particularly want to. But I hope the large car factories all have specimens for research and test.

The Chase

EVENING travel out of London can involve some odd encounters. Recently at the end of the derestricted road between Kingston and Hampton Court bridges, which runs with tree-lined grass verges between two Royal Parks guarded by high walls, there was confusion. Cars were slowing, stopping, swerving out round some object, and I saw a large brown shadow pass in front of someone's lights as I came up.

The cars went on, and I noted a good-sized stag on the pavement. A park entrance was opposite, but he set off the wrong way, straying out into the road once or twice. But he soon grew to distrust the road, for cars were passing quite frequently.

I have often chivvied farm animals to a place of safety, but it proved impossible to turn this stag. I do not think I was resolute enough, because of his vast bumpers with spiked over-riders, and because it was (I think) the rutting season, when stags can be fierce. This one was peaceful, but determined on the wrong course.

He wasn't in the headlines the next morning, and I expect he made it home all right.

Makes a Change, Anyhow

AMONG those harassed people with their fixed smiles and red-hot feet, who professionally man the Show stands, drama relieved the monotony: one of the stands collapsed beneath its weight of lamps and accessories. The area was screened off, and rescue teams went in. The staff of the stand, however, had not been involved. The collapse of a corner-post commenced the general ruin. I have often expected it to happen.

Strains and Stresses

A SHOW hazard to which everyone is exposed is the fashion for beds of cactus. I am sure I was not alone in collecting a punctured ankle. But my principal worry was for the beautiful models imprisoned in certain cars, rotating steadily. Models always wear an expression of sophisticated boredom, as though they had drained the dregs of life. But these had it in a much bigger way. I expected to hear a piercing scream, "LET ME OUT!"

Spiked décor

Knock?

IN *The Sunday Times* during the London Show, photos of car company chiefs were published. That of Sir Patrick Hennessy, Ford chairman, showed him sitting in an Austin A.40. His head was bowed, and his hand was above it in the characteristic attitude of a person measuring headroom and the possibility of wearing a hat. The attitude made him look cramped in the picture, but the A.40 has quite good headroom.

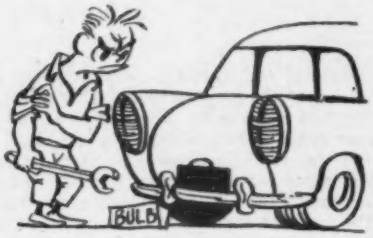
I expect he didn't see the photographer. Sir Leonard Lord, B.M.C. chief, will understand; and we cannot expect to see him in a retaliatory picture in which he is seen struggling to coax a small despatch case into the vast boot of a Zephyr.

Rusted Solid

WHEN the bulb of a rear lamp failed, I had a "spare" and a screwdriver, and anticipated no trouble. But the screws holding the excellent plastic lens were apparently plain steel and had rusted solid. I used detergent sump oil, dripped from the dipstick, as a solvent, and with patience freed the job.

That lamp maker provides a strong plastic lens, a rustless plated rim, and then lets the job down with those horrid screws.

I suppose I should have spotted their character and oiled them at inter-



Freed with patience

vals, but I hate oiling screws, hinges or any exterior bodywork part. Oil spoils one's attempts to wash and polish. In this respect nylon bushes for door hinges, block nylon for strikers, and so on, are a blessing in their resistance to wear, without the need for lubrication.

If any exterior hinges do need lubrication, the quality of lubricant is unimportant, and I have tried wax. It seems to lubricate and does not hinder panel polishing. Wax, however, will not stop the threads of plain steel screws from rusting.

Hot Air

SHOULD tyre pressures be bled-off, if motoring heat causes them to rise above the recommended figure?

I think not, for tyres grow hot in fast motoring, for which slightly higher pressures may be recommended. Goodyear, I see, say that if lorry tyres run hot and the pressure rises, bleeding-off air then makes the situation worse, since the greater flexing of tread and carcase will cause a further increase in heat. Tyres are best in cold, wet climates, and live much longer in such congenial conditions.

Centrepiece of this view in Riquewihr is the Porte Haute which pierced the walls in the 13th century; its upper parts were added two centuries later

The Wine Road of Alsace

By ALEX WATKINSON

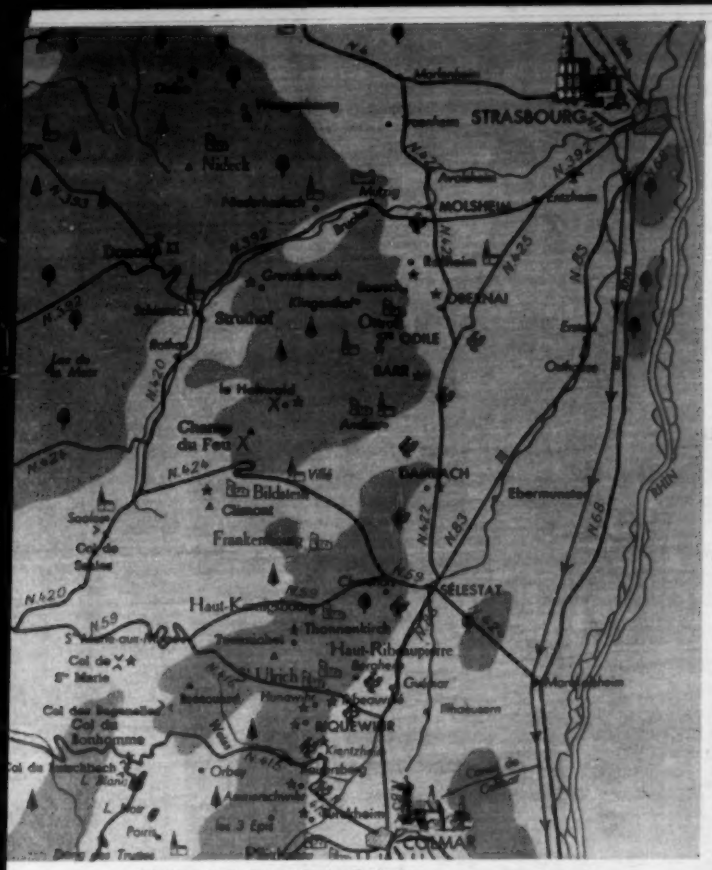
Typical of Alsace—a stork's nest crowns a spire near Ribeauvillé

THE main road from Strasbourg to Colmar, N.83, is ideal for the man in a hurry—the 42 miles can be covered in perfect safety in three-quarters of an hour. But if you are not in a hurry, the winding Route du Vin is only 20 kilometres longer, and is many times more interesting. If you have an eye for ancient towns and medieval castles and an interest in the traditional way of life of this exclusively wine-producing region, you may well find yourself reckoning the journey in days rather than hours.

The wine road begins at Marlenheim, which is on N.4 about 20 kilometres west of Strasbourg, and after a short detour through Wangen, one of the most typical of the wine villages with its timber-framed houses and ancient town gate, turns southward and follows the line of the main road.

As far as Rosheim—a tiny walled town with three medieval town gates and one of the oldest and most impressive churches

The Wine Road of Alsace . . .



Map from a French National Tourist Office brochure

ently impregnable position, it has been twice destroyed. After it was burnt by the Swedes in 1633, it remained a most imposing ruin until 1900 when it was acquired by the late Kaiser and, on his orders, restored to its fifteenth century condition. There are two schools of thought about its restoration, but there can be no doubt about its interest, and the views it commands are superb. The road by which it is approached, French engineered, climbs some 2,000ft in a comparatively short distance, but so cunningly that, with the exception of one or two bends, our Minx made the whole journey in top gear.

The heart of the Alsatian wine region lies between Ribeauvillé and Colmar, where the intensity of cultivation reaches its maximum. Every available yard of ground seems to carry its crop of vines, and names loved by wine enthusiasts the world over crowd upon one another at every turn.

Ribeauvillé nestles in a narrow wooded valley where the Vosges fade into the plain of Alsace. It was the town of the Ribeaupierres, "the noblest family of Alsace," and their castle, the Chateau de St. Ulrich, has dominated the town for six hundred years from its hill a mile to the west. One of the most interesting medieval survivals in Alsace is to be seen in the town. For many centuries the itinerant musicians of the province repaired to Ribeauvillé on the first Sunday in September to render homage to their titular chief, the Sire de Ribeaupierre; their ancient custom is continued to this day in the traditional fête of Pfifferdai, with its historical procession and free drinks for all comers from the Fontaine du Vin in the square before the Hotel de Ville.

When so much around it was destroyed, happily Riquewihr escaped during the fierce campaigns of the last war. The ancient town is hardly changed since the sixteenth century, and it is difficult to imagine a more complete survival of a medieval town. One enters by an ancient gate and immediately passes from the present into the Middle Ages. Facing one is the town

Left: Picturesque and peaceful corner of Riquewihr. Below: Minx meets an ancient form of transport on the wine road

in Alsace—it is generally on level ground, but soon the road begins its climb into the foothills of the Vosges and the landscape becomes interesting. On the left, wide views across the valley of the Rhine open out; on the other hand the skyline is the serrated edge of the Vosges. The vines climb the steep hillsides in orderly rows, and every mile or so another medieval castle appears, crowning a spur of the hills.

There are a dozen castles in the fifty miles of the wine road, all evidences of the turbulent history of this countryside which, for all its smiling beauty, has been cursed by war almost more than any other region in Europe. Less than twenty years ago some of the fiercest battles of the last war were fought over the small towns and vineyards of Alsace, and it is a tribute to the resilience and courage of the Alsatians that only by the amount of new building in so many of the tiny towns on the wine road can one assess the extent of the damage inflicted on them.

Of all the chateaux, Haut-Koenigsbourg is probably the most impressive; it is certainly the most visited. It occupies the peak of an isolated hill 2,000ft above the valley, but for all its appar-

school, housed in the sixteenth-century chateau, and the timber-framed Maison Irion, headquarters of a famous wine firm, overlooks one of the many medieval wells which are preserved all over the town.

Little evidence of the town walls remains but it is easy to visualize how Riquewihr must have appeared in the sixteenth century. The narrow Rue Général de Gaulle bisects the town between the two medieval gates which survive, and the only other street of any size, the Rue de l'Armée, crosses it at right angles. All the other streets are tiny "ruelles" which fit into the scheme dictated by the two main streets and the ancient walls.

Everywhere throughout the town are the timber-framed houses built by the vignerons of the fifteenth and sixteenth centuries and occupied today, with some modernization of their fittings but little or no structural alteration, by their descendants, who live equally exclusively by their vines.

One of the most remarkable old houses is the Maison Preiss-Zimmer, on the Rue Générale de Gaulle. Its timber-framed

An Alsatian village, lying amid the orderly rows of its vines

frontage on to the main street is handsomely carved and decorated, but its chief glories are inside, for the gateway gives access to a series of courts with elaborately carved balconies and ancient cobbled pavements. Its near neighbour, the Maison Liebrich, built in 1535, has a similar court with ancient wooden balustraded balconies of the middle of the seventeenth century, and a well which was sunk in the year in which Queen Elizabeth died.

The Rue Général de Gaulle terminates in the Porte Haute, the second of the town gates which was first pierced through the walls in the thirteenth century. Beside it is another medieval fountain, the Sinnbrunnen, which dates from the middle of the sixteenth century.

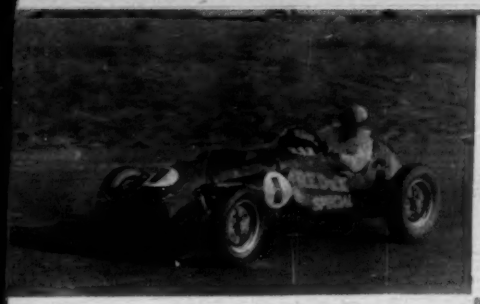
No visitor will want to leave Riquewihr without sampling some of its famous wines, and a number of very famous firms in the wine industry have their headquarters here, every one of them delighted to welcome the visitor and to offer him a "degustation" of their vintages. If the "degustation" continues until lunch time, it is only a short walk to the Restaurant Schmidt, nearly opposite the Maison Preiss-Zimmer, where the cuisine is excellent and the wine list exhaustive.

Kayserberg, about five miles away, rivals Riquewihr both in beauty and historical interest. Huddled in the narrow valley of the river Weiss, the town is dominated by the ruins of its chateau, which was fortified by the emperor Frederic II against the incursions of the Dukes of Lorraine in the thirteenth century. It is closely enfolded by the foothills of the Vosges, on the flanks of which the local vignerons for centuries have cultivated their vines in rigidly regular lines to surprising heights.

Many of its wines are amongst the most highly rated of the region, and it is interesting to learn that nearly all the vines derive from Hungarian stocks brought to Alsace in the Middle Ages by one of the emperor's bailiffs after his conquest of Tokay. But Kayserberg has a highly contemporary claim to fame, for it was there that Albert Schweitzer, the famous medical missionary, musician and Nobel Peace Prize winner was born.

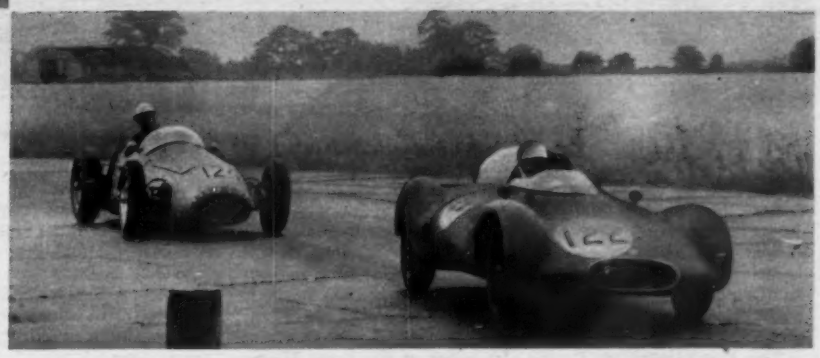
From Kayserberg the wine road has only 15 gentle, downhill kilometres to run to Colmar, one of the towns of outstanding interest in the east of France and perhaps the most purely Alsatian in character. But in Colmar the tourist is back on the main road and has finished with the wine road; he can be left to his own devices. After he has admired the beautiful renaissance Maison des Têtes, with its stepped gables and famous two-storied oriel window, he will find that its seventeenth-century perfection is rivalled by the highly contemporary perfection of the restaurant which it houses.

Beside the Hotel de Ville in Kayserberg stand buildings reconstructed following the last war, yet retaining the style and charm of earlier architecture



From Australia to

JACK BRABHAM TELLS HIS STORY



Above, left: Brabham in the Cooper-Bristol in which he gained many Australian successes before coming to England. Above: At the wheel of the car which he built in six weeks at John Cooper's factory, he leads Stirling Moss' 250F Maserati at Snetterton in August, 1955

IT might be a little hard to believe, but a rainy Saturday was really responsible for this driver taking up motor racing. The rainy Saturday was in May 1946 in Brisbane—and I wasn't even there at the time!

It happened that ex-American speedway ace Johnny Schonberg and I were on our way to Darwin to buy a couple of war-surplus trucks. Schonberg had been in the U.S. Navy, had married an Australian girl who lived just around the corner from my home in Sydney, and had decided to settle in Australia.

On the way up to Brisbane, Johnny kept telling me fascinating stories about his midget speedway racing experiences in the U.S. I can't remember being particularly impressed or having any desire to take part; in fact I didn't even know car racing existed in Australia.

Arriving in Brisbane from Sydney, we saw an advertisement for a midget speedway meeting that had been postponed from the Saturday night to Monday because of bad weather, and Johnny persuaded me to go along. This must have been one of the first midget speedway meetings to be held in Australia since the war. It was the first time I'd ever seen cars of any description racing. Quite frankly, the sight frightened me to death.

It took Johnny and me a couple of months to bring the war-surplus trucks back to Sydney. We took our time, went kangaroo-shooting, and looked around. Two months with Johnny talking about speedway, I suppose, got me interested in racing cars—not so much to drive, but simply because I loved machinery. The upshot of all this was that we decided to build a midget car—at least, I was to build the car, Johnny was to drive it, and I would act as mechanic.

From there on the bug really got me. We built the car up with a 1,000 c.c. J.A.P. motor-cycle engine, and it went like the proverbial bomb. The best-laid plans often go astray, and ours weren't any better—in the event it was I who took over the driving.

Within 12 months I had won the New South Wales championship; I followed this first season victory by taking both the Australian and South Australian championships for the 1948-1949 season, and the South Australian championship for 1950-1951. As a speedway driver I guess I had, as they say, arrived.

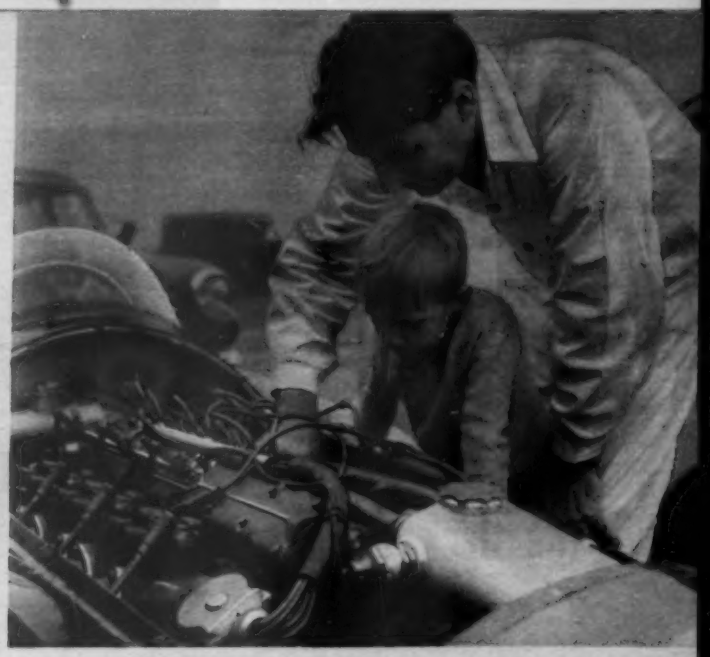
By 1951 I was looking around for somewhere to expand my driving experience; the logical step was to road racing. My first attempt, using the midget racing car, was a hill-climb at Hawkesbury. I clipped two seconds off the record and made f.t.d.—but I wasn't allowed to win; the midget racer had only two wheel brakes, so I was disqualified.

My next road event was the Australian Hill-Climb championship at Rob Roy, in Victoria. It say a lot for that midget car—the one I had originally designed and had modified over almost five years—because it was in this car, now fitted with four-wheel brakes and different gear ratios, that I won the hill-climb—and chalked up my first official win outside a speedway.

It soon became apparent to me, however, that I would need something better than the midget. Someone had brought over to Australia what was a very scarce piece of machinery in those

Left: Silverstone, 1956: Brabham stands alongside his own Borgward Combi estate car, with the Duke of Kent's Sunbeam Rapier K7 on the right. Below: Full lock and plenty of throttle—Brabham in the midget racing car which he built and raced in Australia

Championship



Left: Le Mans, 1957: Jack Brabham, co-driving with Ian Raby in a Cooper sports car, becomes the first Australian ever to finish the 24-hour race. Right: Brabham, father and son (Geoffrey), study the works of Jack's 250F Maserati which he raced in England during 1956

days—a real racing car! It was a Cooper Mk. IV. In its first race the engine blew up, and had to be taken out and sent back to England for repair. After some 18 months of waiting for the engine to be returned from England, the owner got fed up and sold the chassis to me.

Under my control, this car was re-engined with a unit built up from an ex-Army B.S.A. crankcase with a J.A.P. head and valves as the top half. I can't say this was a success; after two very unsuccessful races I blew the bottom right out! Luckily I had my own engineering workshop, or this could have been a very costly venture.

A 1,000 c.c. H.R.D. engine from a crashed motor-cycle provided the next power unit for the Mark IV. I bored it out in my own workshop to 1,050 c.c. and, to get more power, I stroked it to 1,100 c.c.—then it started blowing up.

By then motor racing had started to pay me for my trouble, and making motor racing pay in Australia is no mean feat—in fact it is almost impossible even today.

To go motor racing in Australia you really have to be an enthusiast. Australian organizers just haven't heard the words "starting money" for local boys. "Expenses" generally go as far as £30 Australian to drag your car on a trailer between one State and another; this doesn't cover much when the distance between Melbourne and Sydney alone is 500 miles.

The customers, too, aren't very keen on paying out. I can remember a few years ago we jacked the price of entry to a ten-event programme from 4s for each adult to 6s; parking the car was 2s. Some spectators drove back 25 miles to Sydney from Mount Druitt rather than pay the extra 2s.

With the "Bitza Cooper" I won the Redex Pointscore Trophy at Mount Druitt circuit, just outside Sydney, for the maximum number of wins during a season. Minor placings at other circuits helped with the exchequer, but I soon realized that to make racing pay I would have to get something better.

New cars were scarce—nearly everyone had stripped down TC M.G.s with single-seater bodies and hotted engines.

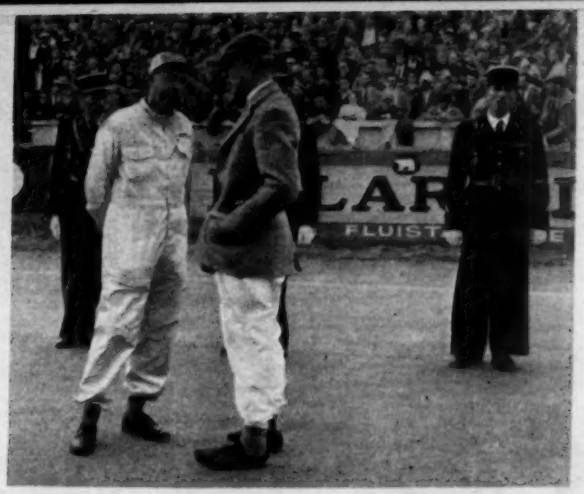
The Holden power unit also propelled many Australian specials; its block is sturdy, it is cheap and there was (and still is) plenty that can be done to it. In normal form the first Holden power unit developed about 60 b.h.p.—some raised the output to almost double that.

Import of a new car from overseas was just about out, and proved too expensive for my slender resources, but another trick of fate gave me my next mount—a Cooper-Bristol.

A new Cooper-Bristol in those days in Australia cost £4,250 Australian—this price was far beyond me; in fact, I doubt if I would have ever considered buying one anyway. In 1953 however, someone came to England and purchased a brand new Cooper-Bristol; the car was shipped to Australia, but before it

Grinning from the Cooper's cockpit, Brabham awaits the start of one of the heats in the Kentish 100 formula 2 race at Brands Hatch on 30 August, 1958

Light-hearted goings on in the shafts of a grass-cutter at Le Mans. Leading horse is Brabham; others in the team are Shelby (shying), Salvadori, Moss (with "accelerator") and Lewis-Evans giving moral support



Just before the start of the 1957 24-hour race at Le Mans, Jack Brabham chats with Mike Hawthorn

The Jack Brabham Story . . .

arrived its owner committed suicide. The Cooper came up for sale in his estate, and my tender—pushed in with some promised financial aid from an oil company—was accepted.

This Cooper-Bristol—known all over Australia as the "Redex Special"—took me right through to the top in Australian events. From August 1953 until I left home to come to England in 1955, I could hardly go wrong with it. I won the Queensland and New South Wales Championships before the end of 1953; that Christmas in New Zealand I came in sixth in the International Grand Prix against some pretty stiff opposition including Tony Gaze, Peter Whitehead and Horace Gould, and I might have done better but for a blown head gasket.

The next season went even better and my list of wins was quite impressive; I had good reason to be fairly satisfied with what I had accomplished so far. When I went over to New Zealand with the Cooper-Bristol in January 1955 for the Grand Prix meetings, the idea of coming to England wasn't foremost in my mind. But it was while I was there that I listened—once again fascinated—to the stories told of motor racing in Europe. That year New Zealand had attracted the old visiting firemen Gaze, Whitehead, Gould, Bira and several others. Bira won the N.Z. G.P., Whitehead was second, Gaze third and I trundled along fourth. The scribes of the day record that I was "forceful," but that I was outclassed by the sheer speed of the 2½-litre Bira Maserati and the Whitehead and Gaze vee-12 Ferraris.

It was just around this time that I had a difference of opinion with Australian officialdom; they, I think, have helped a lot to almost kill the sport in Australia. The controlling authority decided that there could be no financial or other help in the supply of spares or equipment by sponsors. In other words, unless a driver had a really big private income, he would never get a chance to drive really good machinery, no matter how capable he was. There were, and still are for that matter, only a few Australians who can afford up to £A5,000 or £6,000 to buy a new G.P. car in Australia.

This shortsighted attitude has been the cause of a big decline in motor racing over the past few years. Only recently has officialdom decided that sponsorship is, perhaps, the best thing to get the sport on its feet. But even now I know of only one driver who can claim to be a professional in Australian racing.

Another thing that had been worrying me was the engineering business that I ran in Sydney. For preference I had kept it small and almost a one-man show. This suited me, because I could work on my car, and do as much other work as was warranted to keep me, my wife and child.

This is one of the main differences between the sport in this country and in Australia. In Australia most of the drivers are their own mechanics, because otherwise they couldn't afford the sport. I don't want to tread on any toes, but the standard of an average Australian mechanic is far higher than what I've met over here.

I would go as far as to say that there are a lot more capable motor racing mechanics in Australia than you'll find in England. A sweeping statement? Frankly I don't think so. On the other hand, I think there are too many people here in England who go motor racing and don't know enough about the cars they are driving.

But the car was demanding more and more of my time, and there was too much work coming in and not enough people to handle it. My business was centred in a small workshop in the middle of a residential area. I couldn't expand, so I bought a block of land in a new factory area just outside Sydney; my intention was to build a workshop which could be expanded with my business. Although I still have that block of land, the New Zealand meeting was to change my workshop plans.

By the time the meeting was over I had decided to go to England for one racing season, have a look round European car factories and then come back and settle down to some steady work; it would cost me plenty, but I thought it would be worth it.

Tony Gaze at this time was organizing the Kangaroo Racing Stable, but although later I was to drive for them, I wasn't included at that time.

The question then came up of what I should do with the Cooper-Bristol. Listening to the overseas boys, it seemed ridiculous to me even to think of bringing it to England—surely, that was where THE cars came from? Prices of a car direct from the factory were extremely low in comparison with those asked in Australia; furthermore, you could just walk in and buy a racing car in England or anywhere in Europe—at least, that was what I believed.

Crazy as this sounds, it is the exaggerated impression most—I'll go so far as to say all—Australian motor-racing types have in their minds; they still arrive in this country and are staggered that they can't buy a new racing car "off-the-showroom floor." Second-hand cars, although cheap by Australian standards, have usually had a real beating—if they are sold as a bargain.

I will always regret not bringing the Cooper-Bristol to England; I feel my first season here would have been far more successful had I been driving it. After two years and little more than 20 races it was running like a charm.

Instead, however, I arranged with Peter Whitehead to buy his Cooper-Alta. It sounded a really terrific car—twin-cams and all and only two years old! Little did I realize what two years' racing meant in England; the Alta was a bargain at the price I paid Peter for it, but the engine, I regret to say, had seen better days.

On my first outing at the Goodwood Easter Meeting I came in fourth. At the next outing at Ibsley there was a nasty grind, a loud bang and a puff of smoke—the Alta had given way. This was the race, incidentally, in which the 1,100 c.c. rear-engined Cooper made its victorious debut.

By that time just about every scribe in Britain had commented that my cornering technique was, to say the least, a little strange. This, of course, was a reference to a style I had adopted during my time on the midget-car speedway, when the quickest way around a bend was full lock and loads of throttle. Possibly because I had never driven otherwise, I carried this technique along into road racing. This year, I am told, at last I have lost this "fault" of cornering. If I have, then I can truthfully say I haven't done so by consciously trying.

It was after the Ibsley meeting that I again met up with John Cooper, from whom I was trying to buy a Cooper. John suggested that if I wanted the car, I should go down and help build it up from scratch, and, at the same time, help out in the Cooper Garage. This suggestion couldn't have been nearer my heart, for although I was enjoying myself it was becoming, with the Alta packed up, a rather expensive busman's holiday. It was a suggestion, too, that was to lead me into the Cooper works team and help me attain what is my first real national title —*The Autocar's* Formula II championship, which I clinched at Casablanca a few weeks ago.

Winning this championship has meant a lot to me—and to my wife. When I came over in 1955 it was to be just for the season; of course, when I came back the next year to work for John Cooper I brought my wife Betty and son Geoffrey with me. We are settled nicely at Dorking now.

My plans for next year are centred on Formula I—with, despite the rumours, John Cooper.

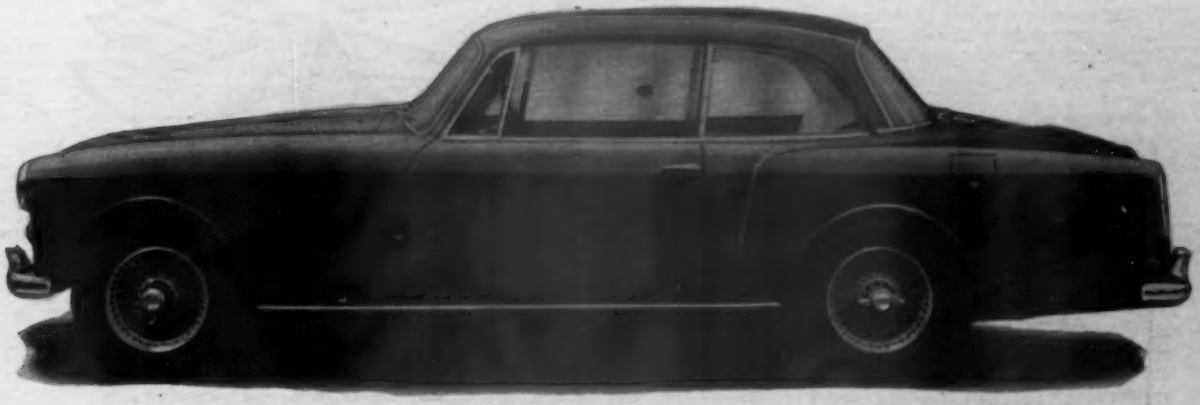
ALVIS

THREE LITRE SALOON & COUPÉ

Coachwork by Park Ward

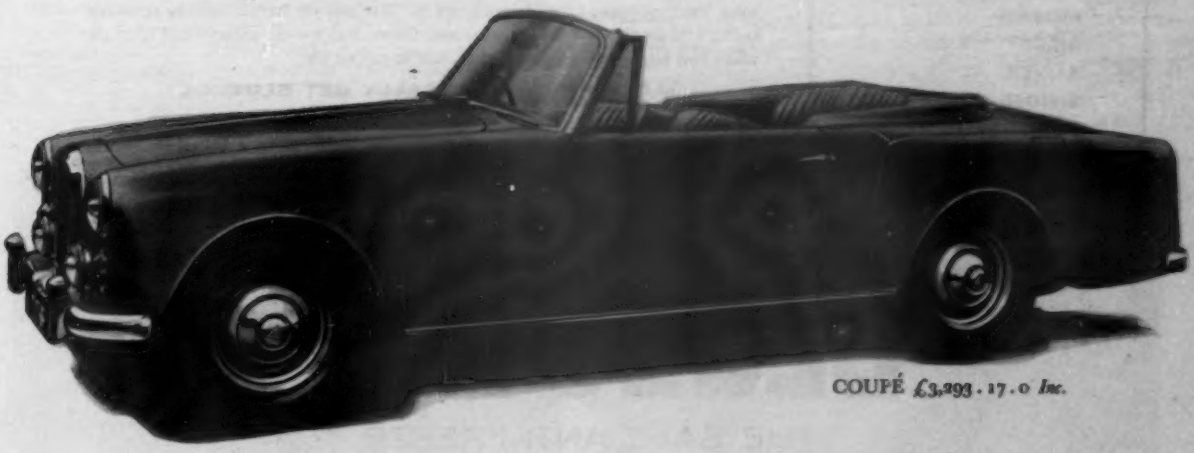
(STYLED BY GRABER)

Two Awards in Private Coachwork Competition at 1958 Motor Show, Earls Court



SALOON £2,993 . 17 . 0 *Inc.*

FIRST PRIZE—GOLD MEDAL (Section 10)



COUPÉ £3,293 . 17 . 0 *Inc.*

SECOND PRIZE—SILVER MEDAL (Section 3)

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Bluecol gives your car unsurpassed safety against frost—and unequalled safety against cooling-system corrosion. This safety against corrosion is rather costly to provide, but Smiths long years of experience with Bluecol have taught them that it is well worth providing.

The prevention of corrosion (by special inhibitors) is an important matter, which some less experienced anti-freeze suppliers have not yet learned to take seriously enough. Bluecol is not the cheapest anti-freeze, but it *is* the safest—and after all, when you buy anti-freeze, it's safety you're paying for.

MAKE SURE YOU REALLY GET BLUECOL!

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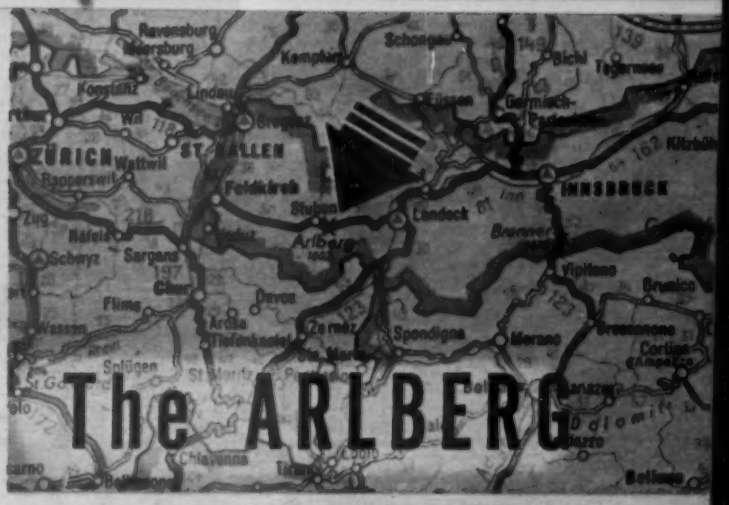
THERE'S NOTHING 'JUST AS GOOD'

BLUECOL

THE SAFE ANTI-FREEZE

from **SMITHS** MOTOR ACCESSORY DIVISION · 50 OXGATE LANE, LONDON, N.W.2.



The ARLBERG

Map by courtesy of Stilbrugg, Zurich

9

This is the ninth Alpine Pass to be dealt with in this series of articles. A book by the same author, describing 50 Alpine roads, "The Great Motor Highways of the Alps," is published by Robert Hale.

THE Arlberg, which crosses a relatively low saddle in the subsidiary Vorarlberg Alps and is, consequently, not a true trans-alpine pass, owes its importance to the direct and easy link it affords between the eastern plain of Switzerland and the long corridor of the Inn Valley eastwards to Innsbruck and Upper Austria.

It is thus the direct road through Bâle, Zürich and the Principality of Liechtenstein to the Brenner and Grossglockner crossings of the "backbone"; or straight on beyond Innsbruck to Salzburg and Vienna. It also provides the shortest approach route to the Dolomites, and in conjunction with the Reschen-Scheideck (Resia) pass, an extremely easy passage of the Alps, as described below.

Scenically, the Arlberg is less interesting than many of the great passes for, excepting a few fleeting and tantalizing glimpses of the Silvretta peaks, at the head of narrow valleys opening southwards from its upper course, the mountain country it traverses is not particularly impressive. Indeed, it consists of two long ascents up pretty valleys on either side, the western open and pleasant, the eastern dominated by steep pine-clad slopes, to a narrow, turfy saddle only a few hundred feet above the level of the last trees, and entirely devoid of views. These factors have, however, permitted of extensive modernization throughout (not entirely completed) and the provision of a broad and in many sectors surprisingly fast road.

After crossing Liechtenstein, surely the most unobtrusive State in Europe, the motorist is confronted with the Swiss and Austrian customs just before the busy railway junction of Feldkirch. The road then runs across the broad plain of the lower Ill for 15 miles to reach Bludenz, a nice blend of the ancient and the industrial. About a mile beyond the town the new Montafon-Silvretta toll-road climbs away into the Silvretta Group to the right, and offers mountain-lovers a much longer but far more exciting mountain route to Landeck, at the other end of the Arlberg.

Our road now gradually ascends the steepening Klostertal Valley through Danöfen and Klosterle to Langen. This is mostly swift and modern motoring. As you rise steadily up the rapidly contracting ravine, the Arlberg Railway—the main line from Western Europe to Vienna—is always in attendance above or below. At Langen (3,990ft) it takes to the six-mile tunnel under the saddle and here, as on the other "railway" passes, car-rail facilities are available; though in this case, unless the road is actually blocked, you have so little more to do before the top is reached that it seems incomprehensible why anyone should use them, especially as—unlike on the other three—they must lose rather than save time.

From Langen a short 1 in 10 section of less modern road brings you to the mountain resort of Stuben, above which the last short sector climbs by a few old-fashioned and rather sharp windings up the turfy hummock to the steeply enclosed saddle (5,912ft). (These will presumably be modernized in due course.)

Immediately after the summit buildings, the road starts to curve its way fairly steeply and steadily down past St. Christoph (5,740ft) to pretty St. Anton (4,275ft), where the tunnel emerges into daylight again.

The rest of the 18-mile descent to Landeck (2,670ft), between steep slopes covered with pine forests, follows the valley of the Rosanna, which the road shares with the torrent and the railway. The scenery is charming and as the road curves down more steeply, the wide corridor of the Inn Valley opens up ahead. From the summit to the ancient fortress town of Landeck, where the pass ends at the junction of the Rosanna and the Inn, is 24 miles. This whole sector has been or still is being modernized.

The Innsbruck highway runs fast and straight ahead for 50 miles along the level trench of the Inn. If, however, you want to reach Bolzano and the Dolomites in the shortest time, turn right-handed at Landeck and take the Reschen-Scheideck (Resia) Pass road to the south.

This third-lowest of the true trans-alpine crossings contours gently and easily for 30 miles through the deep and wonderful gorges carved by the Inn, as it rushes down from the Engadine in Switzerland just across the border. At Hochfinstermünz, with its plunging view to the old bridge and village, 500ft below in the ravine, the road leaves the Inn Gorge and ascends the Side Valley of the Stille Bach for five miles to Nauders (4,480ft) and then winds briefly to the 4,947ft Resia Saddle, with the Austrian and Italian customs posts. A long and gentle descent through San Valentino, Malé and Sluderno, with fine distant views of the snowy Ortler Group ahead, brings you down at Spondigna (2,903ft) into the lovely valley of the Upper Adige and its high road to Merano, 30 miles further on, and Bolzano.

By the way, the unexciting-looking turning to the right across the bridge at Spondigna leads over the incomparable 9,000ft Stelvio Pass to Northern Italy, by way of Lake Como.

HUGH MERRICK

Left: St. Anton, on the Arlberg road. Right: Stuben, with the avalanche galleries of the Flexenstrasse above

Photos: Austrian State Tourist Office

SOAKING FOR THE VETERANS

Last Sunday's Brighton Run

We've made it! Derek Grossmark brings the oldest known Napier, a two-cylinder 8 h.p. car of 1900, over the finish line on Brighton's Madiera Drive

Now, chops, what about a big, juicy steak? Norman Reeves clambers aboard his 1901 8 h.p. Durkopp after signing in at Brighton

Commander Sir Hugh Dawson approaches Pyecombe aboard his 1897 3½ h.p. single-cylinder Benz dogcart, slender, solid tyres struggling for grip on the rain-soaked tarmacadam (left)

Below left: One of the Veteran Car Club de Belgique's team, Robert Schimp's 1897 Vallée, suffers a temporary stoppage near Pyecombe. Later it continued, to qualify. Below right: Inflationary measures become necessary on A. C. Fairtlough's 1904 15 h.p. Panhard-Levassor. Only the tyre seemed depressed

Air Chief Marshal Sir Alec Coryton's 1903 Napoleon leads John Allen's 1903 curved-dash Oldsmobile over the wet autumn leaves of Hyde Park

Above left: Not, in fact, a dreaded sideslip; D. H. Prowse leaves a side turning in Redhill with his 1903 8 h.p. Tony Huber

Above right: Leaving Hyde Park is J. C. Gilbertson with a curved dash Oldsmobile (1903), ahead of the John Bolster-Raymond Baxter-Pete Murray 1903 Panhard-Levassor and A. Butterworth's 1903 8 h.p. single-cylinder L'Elégante

The End. Almost hidden by admiring spectators behind the big-wheeled Lutzmann is Number One, the Science Museum's 1888 Roger Benz, after completing a heroic drive of nearly eight hours

RESULTS ON PAGE 755

Fast, without temperament; light, without fragility; modern, without extremism: the A.C. Ace is the traditional British sports car brought up to date. It looks right with the hood up or down

that the design has been well proven since its introduction five years ago. The specification includes all-independent suspension by transverse leaf springs and lower wishbones at front and rear.

It was in February of 1956 that the Bristol engine became an alternative installation, at considerable extra cost, to the single o.h.c. A.C. unit. In the car tested, the 100D2 Bristol engine was in standard form with 9 to 1 compression and output of 125 b.h.p., to pull a kerb weight (with five gallons of fuel but no people aboard), of 16½ cwt. Three Solex carburettors are matched efficiently to the engine's characteristics, so that power delivery is strong and unhesitant almost throughout its speed range.

A manual rich-starting control is linked to the throttles, and always gave a sure start in mild weather experienced during the test. It seemed wise, with an engine of this quality and tune, to warm it for a minute of two before moving off after a cold start. A pull-out knob on the facia enables the driver to retard the ignition when the engine is idling, and increases tractability at low engine speeds in, for instance, city traffic. With this control operated, the Bristol engine pulled smoothly and evenly at 20 m.p.h. in top gear—about 1,000 r.p.m.

Really useful torque delivery begins at around 2,500 r.p.m., and there are no "gaps" in the power curve up to the recommended rev limit of 6,000 r.p.m. The engine feels at its crispest and liveliest, however, from around 4,500 r.p.m.—about 90 m.p.h. in top—which gives the Ace the whip hand over practically anything it is likely to meet on the road up to about 110. Thereafter it climbs more slowly to its maximum of 116-118 m.p.h. (about 5,750 r.p.m.), these speeds being sustained on the test car for several miles of a high-speed continental motorway.

Mean acceleration figures quoted in the performance panel tell much of the story of the Ace's potential progress on either clear or busy roads—standstill to 30 m.p.h. in 3.5 sec, to 60 in 9.1, to 90 in 19.9. In first it will reach 40 from 20 in 2.6 sec, in second 30 to 50 takes only 4.1 sec, while 70 to 90 m.p.h. occupies 7.3sec in third gear and, in top, a mere 10sec. At any engine speed above 2,500 r.p.m., the response

The *Autocar*

A.C. Ace Bristol

ROAD TEST 1707

PURE sports cars, designed for the sheer fun of driving fast with safety, and built with few concessions to the *boulevardier*, are now very rare. Unrivalled in the 2-litre class in this country is the A.C. Ace open two-seater fitted with the six-cylinder Bristol engine. The ability to approach 120 m.p.h. and to cover a quarter-mile from a standing start in 16½sec, with two men and full road test gear aboard, is altogether exceptional for a production sports car with full touring equipment.

Such performance would be an embarrassment rather than an asset, were the car's high-speed handling characteristics not in keeping; the Ace, however, is a naturally fast car, which never gives the capable driver those twinges of doubt about its reactions and behaviour in an emergency. It has a first-class record in rallies and sports car races, so to a sudden decision to overtake a car ahead is quite electrifying—a tremendous safety factor if not abused.

The independent rear suspension is obviously of great assistance in making wheelspin impossible on a dry surface, even from a standing start. Although the engine is reasonably quiet mechanically, full-throttle driving produces a certain amount of rather invigorating commotion under the bonnet and from the exhaust, most noticeable with the hood erected. At certain engine speeds and throttle settings, the effect is strongly reminiscent of a scaled-down Rolls-Royce Merlin aero-engine. The exhaust note is at its loudest above 4,000 r.p.m., but never excessive or objectionable. In town the Ace can be motored as quietly and gently as the average family model.

A racing radiator cowl to lip over the present intake grille

is a standard optional extra for the Ace, and with this fitted it would seem reasonable to expect a peak of over 120 m.p.h. Other extras available, but not fitted to the car tried, include overdrive, an electrical fuel pump to supplement the standard mechanical one, a light-alloy fuel tank and a racing screen. Of the three final drive ratios offered (3.64, 3.91, 4.3), the 3.91 axle was installed in the test car. It had also disc-type front brakes—another option, well worth the extra of £52 10s. (including purchase tax).

In unit with the Bristol engine is a gear box of the same make, with synchromesh on all except first speed. This is a delightful instrument, ideally matched to the power unit, with ratios to allow maxima exceeding 40, 60 or 90 m.p.h. in the indirects. It is controlled by a central lever sprouting from the transmission tunnel, having a short and precise movement. Despite its lack of synchromesh, the downward change from second to first is straightforward. For other changes, the synchromesh mechanism was not beaten except in snatch changes. Reverse gear on the test car was noisy; otherwise, the gear box was very commendably quiet and the final drive gear inaudible.

Clean lines require no adornment. Centre-lock wire wheels are standard, but the disc front brakes are extra

A truly judder-free clutch, which takes up the drive surely but progressively—even when faced with a standing start on a 1 in 3 gradient with high first gear ratio—is light to operate. With fiercer springs it might get the car off the mark slightly quicker, but the sacrifice would not be worth while for day-to-day motoring. Incidentally, a wide shoe cannot easily squeeze between the clutch pedal and the transmission cover.

Fuel consumption with a car of this performance potential, which is built for driving hard and fast, is not likely to be selling point; nevertheless, the Ace has a very reasonable thirst, being, in fact, neither so economical if driven gently, nor so extravagant if driven hard, as one might expect. Broadly speaking, a consumption heavier than 20 m.p.g. indicates a very high average speed indeed, while a figure of 30 m.p.g. would suggest that the car's true purpose is being overlooked.

With a standard fuel capacity of 13 gallons, the safe touring range between petrol stations is thus about 250 miles; for those with long-distance rallies in prospect, and for whom added fuel capacity is more important than luggage space, the makers can fit extra tankage.

In certainly two aspects of its feel on the road and handling qualities, the Ace reflects an earlier era of sports car design, having a Vintage firmness about its suspension and directness of steering. Over rough surfaces at low speeds every bump is felt, and really bad Belgian pavé brings the car almost to a walking pace. The Michelin X tyres fitted accentuate these low-speed characteristics, but are worth this sacrifice for their remarkable qualities of adhesion, especially on a wet surface.

In this country, however, where the road surfaces generally are good, the A.C. owner will find little to complain about. Once the car is moving fast this firmness pays a valuable dividend in exceptional stability and integration with the road surface, the all-independent suspension keeping the four wheels apparently in almost constant contact with the ground. Moreover, at its very high cruising speeds —90 m.p.h. and more seems quite commonplace where conditions permit—the ride is comfortable and level. The occupants remain at one with the car and are not thrown about within it.

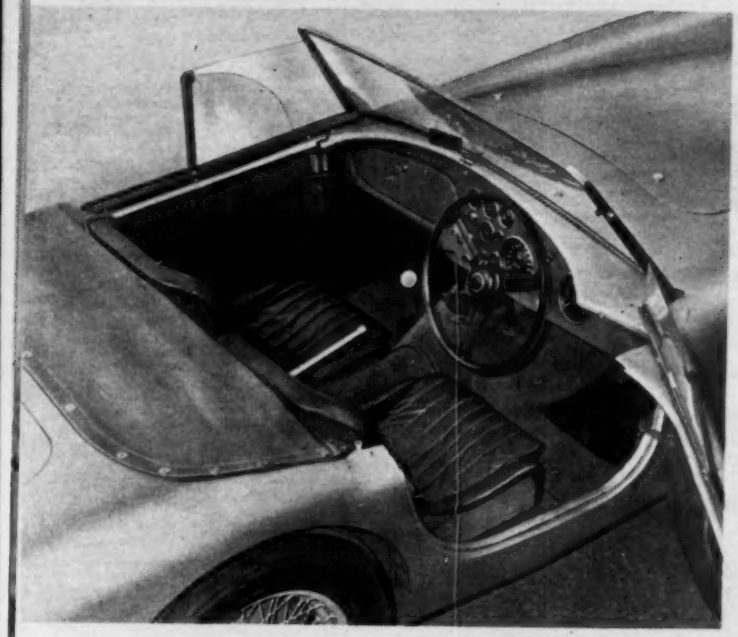
When there is any loss of tyre adhesion on a bend—very difficult to promote—it occurs first at the rear end, and the driver receives some initial warning of it. There is negligible roll and little pitch, although over bad surfaces there is considerable up and down movement of the front of the car. The firm springing and damper settings ensure that any excessive motion as, for instance, when breasting a humpback bridge, is frustrated immediately and never repeated.

The steering is quite high-geared, but light in normal use and agreeably precise at all times. On first acquaintance it feels a bit heavy through fast, sweeping bends, and one may be inclined to work too hard at it. With longer experience of the car, the driver learns to trust its ability to hold a line with little concentration on his part, and even a pothole or wave in the road surface deflects the Ace only momentarily.

Even at its maximum speed, the direction stability of this A.C. is complete, so that little more than a finger-tip on the steering wheel is sufficient to keep it on course. Within the limitations of normal road use, the car has no handling tricks, and one might assume from its record that it is equally manageable at racing speeds. Although there is plenty of "feel", the driver's hands are subjected to only slight reactions, even over poor road surfaces. The steering wheel has a telescopic mounting on its column, but many drivers would wish that it could be set farther from them than the present adjustment limit allow. The column is adjustable also for height at the scuttle. The spring-spoked steering wheel contains the horn push-button in its boss, which also incorporates the switch lever for the traffic signals.

It has been mentioned already that the car tested was fitted with the optional disc brakes for the front wheels. No servo assistance is provided on this car, nor is it needed. Sufficient leverage is achieved by incorporating a fairly long pedal movement, which has the advantage of making brake application nicely progressive. In normal circumstances the brakes are extremely smooth and even, and the pedal pressure required for even quite a rapid stop is always moderate. Only in wet conditions was there sometimes a tendency for one or other front wheel to lock, but it was difficult to be certain whether this was a function of the brake itself or of tyre adhesion on a slippery surface.

The anti-fade characteristics of the disc brake are well known, and the rear drums are Alfins by Wellworthy, which should need no introduction. The hand-brake lever, of the fly-off type, is mounted horizontally between the two seats. Although powerful enough to hold the car on a 1 in 3 gradient, its position makes it a little awkward to operate.



The Ace is easy to enter or leave. A swivelling sector in the passenger's sidescreen is shown in the open position

Exterior door handles are not provided on the Ace, the hinged sector of a side curtain having to be opened to reach an interior handle. Even were exterior handles fitted, the car could not be locked because the quickly detachable hood has exposed fasteners.

This proved to be one of the best hood designs which we have encountered, particularly in its neat and positive attachment to the top of the screen frame. The middle of the canopy is supported by two-piece, detachable hood-sticks, one of which is directly over the occupants' heads. The Vibak rear window is wide and deep. At high speed the hood of the car tested lifted sufficiently to open a gap between it and the tops of the side screens.

These are of rigid, transparent plastic, and each has a three-peg location in one or other door. The leading edge is ingeniously and securely located in the slender screen frame as the door is shut, giving a draught- and rattle-free joint—so often lacking on this type of car. The swivelling sector in each side screen is neat and thoroughly practical. A quickly fitted or detached tonneau cover for the cockpit is included in the standard equipment.

A.C. Ace Bristol . . .

Slightly disappointing bucket seats need very little attention to increase their comfort. Most drivers would require more rake to the backrests, which also are not contoured to fit the "small" of the back. The cushions are comfortably shaped, and the squabs have plenty of curvature to support one against lateral forces. They are also very rigid and securely attached to the floor. A tall driver still finds himself cramped for space with the seat full back on its runners, when its squab is hard up against the rear lip of the cockpit. Trim is in leather, and the same material covers the facia—including the glove-locker door—and is used for capacious map pockets in the doors.

The pedals are well placed, but the accelerator has an unusually long travel, in association with very light pressure. Brake and clutch pedals have a few degrees of free movement, lightly spring-loaded, to accommodate them to varying angles of attack of the driver's feet—a thoughtful provision for his comfort, which works well in practice. A fingertip control for lamp-dipping would be preferable to the present foot-button.

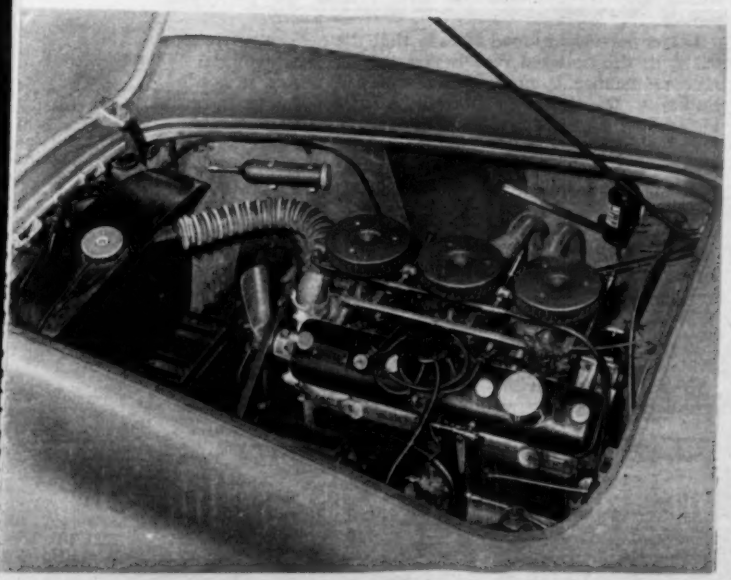
The main instrument dials could be read more quickly and safely, were they mounted somewhat higher on the panel, when they would no longer be partially masked by the steering wheel spokes. The indicator needles of both speedometer and tachometer were particularly steady, and the instrument lighting switch includes a rheostat for variable intensity. A two-speed motor drives the wipers over a sufficient area of the deep and wide windscreen.

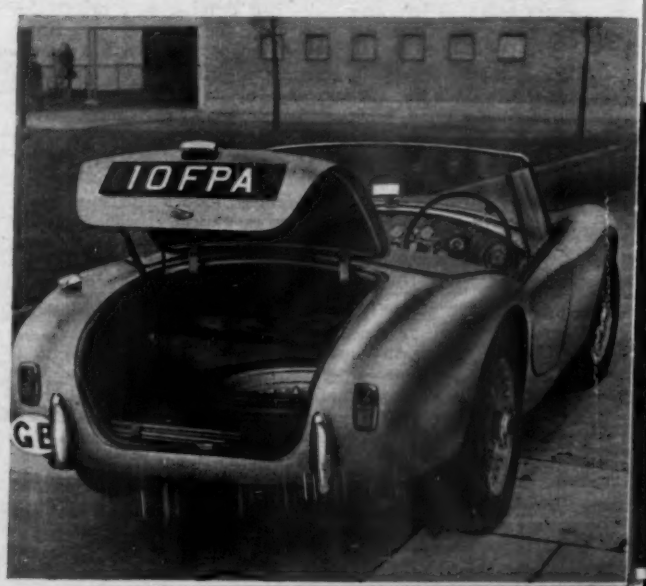
Weather conditions during much of the test were such that an interior heater with a demister for the screen would have made for faster and more comfortable progress. Practically no heat enters the cockpit from the well-insulated engine compartment, so that without a heater the feet can become very cold. A heater is, of course, listed as an extra. An electrically powered screen washer is another invaluable extra, and was fitted to the test car. A map-light for the passenger-navigator would be appreciated.

A wide transmission tunnel divides the floor area, and two small vertical tubes pass through this to add support to the scuttle. It is to the great credit of the Ace's chassis designer that scuttle shake is completely absent—quite an achievement for a car with such a simple frame, and an essential factor in holding body rattles at bay; a rigid scuttle also has the merit of providing a proper mounting for the steering column, so that the wheel does not shake about in the driver's hands.

The Ace's headlamps seemed inadequate for its capabilities; but two auxiliary lamps were fitted to the test car, neatly mounted at the corners of the radiator grille, and proved useful in good and bad conditions encountered. There are twin horns with strong penetration; a starting handle is provided, but cannot be engaged in the crankshaft.

Left: Exceptionally neat and simple is the Bristol engine's installation. Despite the distance between fan and radiator, there are no overheating troubles. Right: A fair-sized luggage locker houses also the hood envelope, hood sticks, spare wheel and tools. At night it is lit by the rear lamp bulbs





DE LUXE

Town & Country

Experienced motorists who have to get going and keep going on the road no matter what the conditions, will tell you that the combination of Firestone De Luxe on the front wheels and Firestone Town & Country on the rear wheels will give you safe cornering and controlled stopping with non-skid safety in any conditions. These tyres are smooth-riding and quiet and give extra long mileage. Firestone Town & Country with the wider and deeper tread give special safety on wet and greasy roads and maximum grip in mud, slush and snow.

In today's motoring hazards you owe it to your family, you owe it to others, you owe it to yourself to be SAFE ON THE ROAD.

DRIVE SAFELY

POWER
POWER DIESEL
If you want power - ask for it!
THE CHOICE OF THE BIG MILEAGE USERS
The Power Petroleum Co. Ltd.

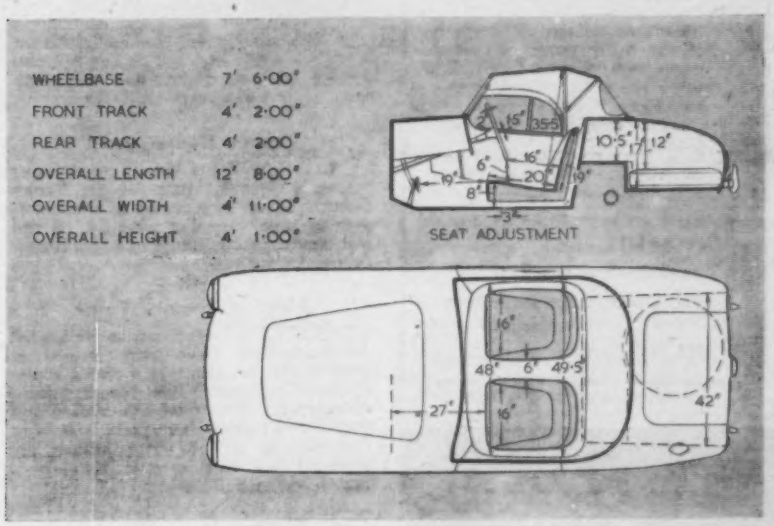
A.C. Ace Bristol . . .

unless the wheels are slightly locked over, since it passes between the inner ball ends of the steering track-rods.

For those to whom really rapid motoring is a recreation, the A.C. Ace Bristol offers a most rewarding combination of sheer speed and acceleration, with very safe handling, superb brakes and first-class steering. If fun has to be tempered with necessity, the Ace provides super-fast transport for two, excellent all-weather equipment, and very reasonable luggage space; it is a well-established sports car with a reputation for long life and reliability. For owners who do their own maintenance the simplicity of the Ace design and the accessibility of all its components is probably unparalleled among its contemporaries; the handbook provided is designed to help an intelligent owner to tackle even the more complex tasks on his car, and the fine kit of tools provided should be a great encouragement to him.

A.C. ACE BRISTOL

WHEELBASE	7' 6·00"
FRONT TRACK	4' 2·00"
REAR TRACK	4' 2·00"
OVERALL LENGTH	12' 8·00"
OVERALL WIDTH	4' 11·00"
OVERALL HEIGHT	4' 1·00"



Scale ¼in to 1ft. Driving seat in central position. Seat cushions uncompressed

PERFORMANCE

ACCELERATION:

Speed range, Gear Ratios and Time in sec.

M.P.H.	3.91 to 1	5.06 to 1	7.03 to 1	11.42 to 1
10—30	—	—	4.9	2.7
20—40	—	6.7	4.3	2.6
30—50	8.9	6.4	4.1	—
40—60	8.7	5.9	4.2	—
50—70	8.5	6.0	—	—
60—80	8.6	6.5	—	—
70—90	10.0	7.3	—	—
80—100	12.6	—	—	—
90—110	19.7	—	—	—

From rest through gears to:

M.P.H.	sec.
30	3.5
40	4.7
50	6.8
60	9.1
70	12.4
80	15.8
90	19.9
100	27.0
110	40.4

Standing quarter mile, 16.5 sec.

MAXIMUM SPEEDS ON GEARS:

Gear		M.P.H.	K.P.H.
Top	(mean)	117	188.3
	(best)	118	189.9
3rd		94	151.2
2nd		66	106.2
1st		41	66.0

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	268	1 in 8.2
Third	390	1 in 5.7
Second	555	1 in 3.7

BRAKES: (at 30 m.p.h. in neutral)

Pedal load in lb	Retardation	Equivalent stopping distance in ft
25	.44g	68
50	.72g	42
65	.98g	31

FUEL CONSUMPTION:

M.P.G. at steady speeds

M.P.H.	Direct Top
30	28.5
40	29.5
50	28.0
60	25.5
70	23.8
80	22.5
90	20.9
100	19.2

Overall fuel consumption for 1,110 miles, 21.6 m.p.g. (13.0 litres per 100 km.).

Approximate normal range 18-27 m.p.g. (15.7-10.5 litres per 100 km.).

Fuel: 100-octane.

TEST CONDITIONS: Weather: fine, negligible wind.

Air temperature, 58 deg. F.

Acceleration figures are the mean of several runs in opposite directions.

Tractive effort obtained by Tapley meter.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	90	100	110	120
True speed:	11	20	29.5	39	48	58	68	77	87	97	107	116

DATA

PRICE (basic), with two-seater sports body, £1,443.
British purchase tax, £722 17s.
Total (in Great Britain), £2,165 17s.
Extras: Disc front brakes .. £52 10 0
Radio £47 6 5
Heater £21 15 0

ENGINE: Capacity, 1,971 c.c. (120.3 cu in).
Number of cylinders, 6.
Bore and stroke, 66 × 96 mm (2.59 × 3.78in).
Valve gear o.h.v., pushrods.
Compression ratio, 9.0 to 1.
B.H.P. 125 (nett) at 6,000 r.p.m. (B.H.P. per ton laden 128.2).
Torque, 122 lb ft at 4,500 r.p.m.
M.P.H. per 1,000 r.p.m. in top gear, 20.18.

WEIGHT: (With 5 gals fuel), 16.5 cwt (1,845lb).
Weight distribution (per cent); F, 48.9; R, 51.1.
Laden as tested, 19.5 cwt (2,181lb).
Lb per c.c. (laden), 1.11.

BRAKES: Type, Girling; discs front, Alfin drums rear.
Method of operation, hydraulic.
Drum dimensions: R, 11in diameter; 1.75in wide.
Disc diameter: F, 11.75in.
Lining swept area: F, 264.8 sq in; R, 121.0 sq in

TYRES: 5.50—16in Michelin X.
Pressures (lb sq in); F, 22; R, 24 (normal) F, 24; R, 26 (fast driving).

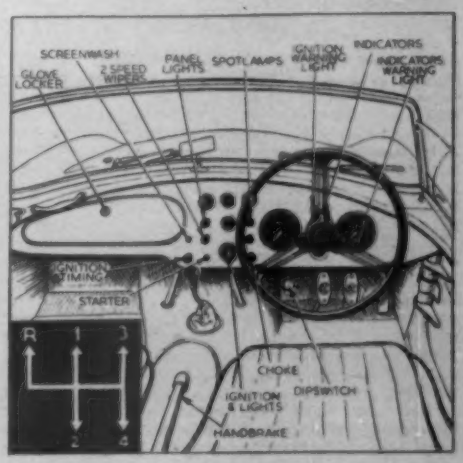
TANK CAPACITY: 13 Imperial gallons.
Oil sump, 12 pints.
Cooling system, 17 pints (plus 1 pint if heater fitted).

STEERING: Turning circle:
Between kerbs: R, 37ft 6in; L, 39ft 3.5in.
Between walls, R, 39ft 3in; L, 41ft, 0.5in.
Turns of steering wheel from lock to lock 2.

DIMENSIONS: Wheelbase, 7ft 6in.
Track: F, 4ft 2in; R, 4ft 2in.
Length (overall), 12ft 8in.
Width, 4ft 11in.
Height, 4ft 1in.
Ground clearance, 6in.

ELECTRICAL SYSTEM: 12-volt; 60 ampere-hour battery.
Head lights, double-dip; 36—48 watt bulbs

SUSPENSION: Front, independent, single transverse leaf and lower wishbones. Rear, independent, single transverse leaf and lower wishbones. No anti-roll bar.



News and Views

40 m.p.h.—Stage Two

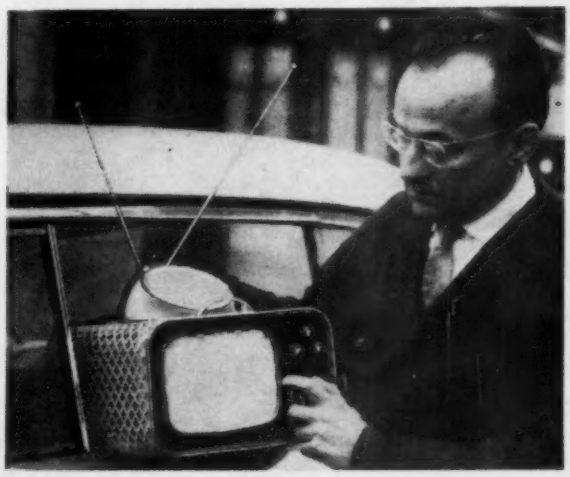
FURTHER regulations are to be made by the Ministry of Transport, imposing a 40 m.p.h. limit on roads in the London area. It is encouraging that of the 24 miles of road affected, 18 miles are already limited to 30 m.p.h. The remaining six miles are derestricted. The new regulations will come into force on 14 February next year

Stage One of the 40 m.p.h. speed limit experiment was introduced on 15 March this year, and the combined effect of the two Stages will be to raise the speed limit from 30 to 40 m.p.h. on 42 miles of road; and to impose a 40 m.p.h. limit on 72 miles of road previously restricted.

If the experiment is considered to have been successful, it is likely that the Minister will seek authority to extend it outside the London area To do this he must first report to both Houses of Parliament the views of the Departmental Road Safety Committee on the results of the experiment; and he must then receive Parliamentary sanction for its extension. The experiment must have been in operation for at least a year before reliable deductions can be drawn from the effect, if any, of the 40 m.p.h speed limit on the accident rate.

Next Week

- ★ Illustrated review, with prices, of the entire range of special equipment for winter motoring —fog lamps, snow tyres, heaters, clothes, battery chargers, anti-freezes, radiator blinds . . .
- ★ Advice on driving in unfavourable conditions
- ★ Road Test: Hillman Minx Series III
- ★ Road signs in Germany
- ★ Full report of the Turin Motor Show
- ★ All the regular features.



A FRENCH radio and television electrician, M. Andre Tannino, demonstrates the portable television receiver claimed to be ideal for use in cars, which he has designed

WESTMINSTER COMMENTARY

Taxation and Road Prospects. Now that the hire purchase restrictions have been removed, attention inevitably turns to the purchase and petrol taxes. The petrol tax is, of course, a Budget factor, and no relief can be expected until next April; but the purchase tax is a flexible instrument and there are many precedents for a Chancellor to act at any time he thinks appropriate.

Mr. Heathcoat Amory, the present incumbent of 11, Downing Street, showed in his first Budget a welcome originality in reducing the purchase tax rates to four, so that the structure was "effectively a standard rate of 30 per cent, with 60 per cent on a few big revenue producers like cars." Here, of course, is the crux of the problem—revenue.

There are those who argue that the Chancellor, by lifting the hire purchase restriction, will benefit to such an extent that he could reduce the tax and still keep his revenue. With Chancellors of the Exchequer this has normally been regarded as an academic point, but there is no doubt that Mr. Amory has not said his last word on purchase tax.

Mr. Watkinson has carried the Cabinet with him in his plans to accelerate the road programme, and as an earnest of this determination it is notable that the new Town and Country Planning Bill allows for advances and contributions to highway authorities as compensation for land compulsorily acquired for roads.

Possibly there is special hope for a reduction in the petrol tax in April, because the next Budget may well be the last to be made by the present Government; thus, a popular pre-election Budget is likely. All in all, the political prospect for the motoring community is brighter than it has been for years.

Mr. Maurice Hudlass

WE regret to record the death of Mr. Maurice Hudlass, who has been chief engineer of the Royal Automobile Club since 1947. Mr. Hudlass joined the R.A.C. in 1927, and will be remembered for his work as a scrutineer at Brooklands in pre-war years. He was 56.

Rootes Deutschland

A COMPANY has been formed to act as a German agent for the Rootes Group. It has been set up in Dusseldorf with an initial capital of some £4,500, and will trade under the name of Rootes Autos-Deutschland.

First in Export Value

EXPORTS of British cars to the United States last year were valued at £43,785,429, according to a recent report of the U.S. Automobile Manufacturers' Association. This total was higher than that of any other country; next was West Germany at £39,582,095. Britain also exported 626 used cars to the United States, worth £307,982.

London-Rome-London

TWO men have driven a 1952 Morris Minor saloon, with Alta o.h.v. engine conversion, from London to Rome and back in 48 hours, 37 minutes. The average speed for the 2,238-mile journey was 46 m.p.h., including the Channel crossing by Silver City Airways. The drivers are brothers, John and Simon Campbell-Jones, and their arrival at Rome was achieved within 24 hours with a minute to spare. They started on the return journey 20 minutes later.

Ford Export Record

WITH two full months of 1958 still to go, Ford last week passed its 1957 export total of 184,857 vehicles; of the total, 125,000 were cars. In the home market, sales of Ford cars in the first nine months of the year were 30 per cent higher than for the same period in 1957.

Daimler Appointments

MR. W. WINTERS and Mr. C. W. F. Parker have been appointed to the board of the Daimler company; Mr. Winters succeeds Mr. A. Griffiths as general manager. A further appointment is that of Mr. S. E. Aston as company secretary.

Mr. Edward Turner, the managing director of Daimler and the B.S.A. Automotive division, is reported to have been developing with Daimler technicians an entirely new range of cars powered by a vee-8 engine of 2½ litres.

It is expected that by the autumn of 1959 a Daimler sports car will be in production and will be followed by an entirely new saloon. Both cars are described as: "of strikingly modern conception, and in the medium price range."

AN UNUSUAL contest was held in France recently, to see how far a car could be driven on two wheels. Here is French driver Jean Sunny establishing the record at 260ft

Motoring Organizations Chairman

AT a meeting of the Standing Joint Committee of the R.A.C., the A.A. and the R.S.A.C., Mr. James Ballantyne was elected chairman for the year to come. Mr. Ballantyne is chairman of the Royal-Scottish Automobile Club.

B.M.C. Hire Purchase

FOLLOWING the end of restrictions on credit in car purchase, B.M.C. have announced that on all their new cars bought under hire purchase a 10 per cent deposit will be accepted, with three years to pay the balance. On used B.M.C. cars, the terms will be a deposit of 10 per cent and 12 months to pay, 15 per cent and 18 months, or 20 per cent deposit and 24 months to pay.

Boulogne-Lyons Car Sleeper

DAILY services, except on Wednesdays and Whit Monday, will be operated by the French Railways Boulogne-Lyons Car Sleeper next year. Inclusive return charges for car and two passengers will be from £28 to £36, according to car length. Service timings will be: 10.37 p.m. depart from Boulogne, arrive Lyons 8.02 a.m.; and depart from Lyons at 7.12 p.m., arrive Boulogne at 6.55 a.m. The service will start on 8 May and end on 2 October. Full details of this car sleeper may be obtained from French Railways, Ltd., 179, Piccadilly London, W.1.

This year the Boulogne-Lyons Car Sleeper carried 12,730 cars, compared with 5,930 in 1957.

Renault Reorganization

AIR MARSHAL SIR PHILIP WIGGLESWORTH has been elected to the newly created post of president of Renault, Ltd. Other appointments resulting from reorganization of the board are: M. Claude Haardt, general manager, to be managing director; Mr B. A. M. Chabert, a director of the parent company Régie Renault, to be chairman; and M. Pierre Dreyfus, president of the French company, to be a director of Renault, Ltd.

A substantial expansion programme is planned by Renault to take place at their Acton factory over the next few years, and £250,000 is to be spent on extensions. Building is to be completed by October next year. Also in 1959, Acton production of the Dauphine is to be increased by 50 per cent.

Photograms of the Year

THE finest photographic art is to be found in *Photograms of the Year—1959*, published for our associated journal, *Amateur Photographer*, by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1, at 18s 6d net (postage 1s 9d). This annual review—first published in 1895—includes in its 136 pages 104 plates, including eight in full colour, of what the journal's editor considers to be the year's finest photographs, considered on their merits as works of art, and each has its accompanying analytical commentary.

There are in addition articles on "Pictorial Progress in Monochrome and Colour," by Mervyn Levy, A.R.C.A. (Lond.), M.R.S.L., and an introductory review, "The Year's Work," by Margaret F. Harker, F.I.B.P., F.R.P.S., first woman president of the Royal Photographic Society.

U.S. Ford Loss This Year

AMERICAN Ford has reported a consolidated net loss equivalent to £5,600,000 for the first nine months of this year. This is compared with consolidated net earnings of £81,000,000 during the same period of 1957. Sales totalled £953,400,000, compared with £1,547,000,000 during the first nine months of 1957.

Four Minor Schemes

DETAILS of four minor road improvement schemes, each costing more than £100,000, have been released by the Ministry of Transport. The first is for the improvement of Brixton Hill, Streatham Hill and Streatham High Road, between Christchurch Road and Pendennis Road in Wandsworth, London. Others are at the Stockton-on-Tees-Durham road (A177) in County Durham; the Luton-Newmarket road (A505), eight miles south of Cambridge; and the Winchester-Preston (A49) trunk road, where dual 24ft carriageways are to replace the existing single-lane road for a mile.

New S.M.M.T. Representative

MR. JOHN DUGDALE has been appointed official representative of the Society of Motor Manufacturers and Traders in North America. He will also be vice-president-executive of their subsidiary company in the U.S., the British Automobile Manufacturers' Association. Apart from the war years, when he was a workshops officer in the R.A.S.C., Mr. Dugdale served on the editorial staff of *The Autocar* between 1933 and 1949, latterly as assistant editor. He went to America in 1949 for the Rootes Group, and was assistant to Mr. Brian Rootes in New York. In 1954 he became Western Region Manager for Jaguar Cars, Ltd., and was appointed vice-president of Jaguar's American branch in 1956.

FIFTY YEARS after the first Model T Ford was built, this special version of the car has been constructed at Ford's Mahwah plant. It is seen here with one of the 1959 models

News and Views

CONSTRUCTION of the Hook Underpass on the Kingston By-pass, Surrey, is now well under way At present work is concentrated on the retaining walls and slip roads

Power Steering Sales

IN America the 10,000,000th power steering unit is expected to be installed on a production car early next year. Present estimates are that 15-20 per cent of all American cars in current use are fitted with power steering.

Jaguar for Queen Ingrid

AMONG the first orders received by Jaguar for the new Mark IX is one placed with the Copenhagen distributor. It will be the third Jaguar to be supplied to the Danish Royal Household for the personal use of Queen Ingrid.

Australian Economy Run

NEXT year's Mobilgas Economy Run in Australia is to be held from 25 to 27 February, in the west of the country. Prizes worth £3,181 will be offered to contestants in four classes based on engine capacity, and there will be a class for cars with automatic transmissions.

College Awards

AT a ceremony at Chelsea Town Hall on 27 October, trophies and diplomas of the College of Aeronautical and Automobile Engineering were presented by G/Capt. Douglas Bader, a member of the advisory council to the College. Lord Brabazon of Tara presided, and among the distinguished gathering were the Mayor of Chelsea, Captain George Eyston, Lord Sempill and Mr. J. V. Connolly. The new principal, Mr. J. A. C. Williams, who joined the College last January, presented his report on the year's progress. A vote of thanks was given by an automobile student, R. L. Brailey, of Walton-on-Thames.

Severn Barrage

PLANS for a road bridge over the River Severn have been drawn up in some detail, but it now appears that the Ministry of Transport is also examining proposals for what is called a Severn Barrage. This would replace the proposed suspension bridge, and would consist of a dam across the river to perform the dual purpose of carrying the main road, and of providing electric power on the Haydon principle, from the Severn and Wye tides. It is claimed that the Haydon tidal generating barrage would provide a continuous turbine service on both flood and ebb tides as well as the intervening slack water period. Power output is stated to be 14 times that of a nuclear power station.

Savings in transport costs are usually sufficient to pay off the initial outlay on any road project within a few years; but it would be particularly ingenious if a new river crossing could be devised to produce cheap power from natural sources.

Restrictions in New Zealand

EXTENDED import restrictions in New Zealand have reduced Holden's exports there by two-thirds. The company is looking for new outlets to counteract this loss of sales.

Telephones in Doctors' Cars

IN Cape Town, radio telephones are being installed in the cars of 15 local doctors. They will enable the doctors to contact a central transmitting station from which messages will be broadcast to them. The service is to cost £8 10s a month for each car.

Lucas-CAV Changes

MR. W. A. CRAIG, vice-chairman of C.A.V., Ltd., is to retire at the end of the year for health reasons. He will continue to serve as a director of C.A.V. until 31 March 1959. His place is to be taken by Mr. B. F. W. Scott, present sales director of Joseph Lucas (Electrical), Ltd., but Mr. Scott will continue on the Lucas board as a special duty director.

WHEN THE Earls Court Motor Show closed last Saturday, total attendance numbered 534,422—not quite the record which had been expected, though the number of overseas visitors was the highest so far at 18,114. This picture of the queue for admission was taken at 7 a.m. on the last day

Vehicles in the World

AMERICA'S Automobile Manufacturers' Association has estimated that the total registration of vehicles throughout the world last year was 108,505,000. Of this figure, 67,135,546 were in the United States, 24,885,923 in Europe, and 3,300,000 were in Russia. The total is equivalent to one car for every 25 of the world's population.

Kenning Scholarship

SIR GEORGE KENNING'S scholarship, worth £150 per annum for four years, has been awarded by the Institute of the Motor Industry to Derek Newton Baker, of Leicester The scholarship i tenable at the College of Technology, Loughborough, for the Motor Industry's residential diploma course. Details of other scholarships may be obtained from the Institute at 40, Queen's Gate, London, S.W.7.

Used Car Auction Prices

THE following is a selection of prices realized for used cars at a recent sale of Southern Counties Car Auctions, Ltd. In the column headed "Condition," A stands for very good and B for average. The first letter refers to the body, and the second to the car's mechanical order.

Car	Date	Condition	Price £
Austin			
A.30	Jan. '54	A A	342½
A.35	Feb. '58	A B	500
A.40	Jun. '55	A B	430
A.50	Mar. '55	A B	440
Ford			
Popular	Oct. '55	B B	235
Anglia II	Jul. '57	A B	450
Prefect II	Jan. '56	B B	400
Consul I	Oct. '56	B B	490
Zephyr II	May '56	A B	595
Hillman			
Minx	Apr. '57	A B	575
Jaguar			
2.4	Mar. '56	A A	920
Morris			
Minor Traveller	Mar. '54	A A	430
Minor 1000	Apr. '57	A B	315
Oxford	Aug. '55	B B	425
Singer			
Gazelle	Jun. '57	A B	595
Standard			
Eight	Nov. '55	A B	365
Ten	Oct. '56	B B	415
Vauxhall			
Victor	Jun. '57	A A	535
Wyvern II	Mar. '54	B B	395
Velox II	Dec. '53	A B	365
Wolseley			
6/80	Oct. '52	B B	285

First Honours!

STAR SAPPHIRE AWARDED GOLD MEDAL FOR COACHWORK AT MOTOR SHOW

The quality of the Armstrong Siddeley Star Sapphire's coachwork has been recognised by the award of the Gold Medal of the Institute of British Carriage and Automobile Manufacturers in Section 9 : Standard Enclosed Coachwork with Four Doors. Group F. Retail List Price of complete car over £1,300 but not exceeding £4,000 exclusive of Purchase Tax.

ARMSTRONG SIDDELEY MOTORS LTD · Coventry · Member of the Hawker Siddeley Group

now!

an anti-freeze with balanced protection

Castrol Anti-Freeze consists of a balanced combination of special anti-corrosion additives (patent applied for) with ethylene glycol. Balanced exactly to give full protection from frost and at the same time, by means of the EXCLUSIVE additives, to minimise corrosion to the lowest point ever achieved. Castrol Anti-Freeze safeguards both PETROL and DIESEL engines.

MADE BY THE MAKERS OF CASTROL

TECHNICAL TOPICS

TWO-WAY EFFICIENCY

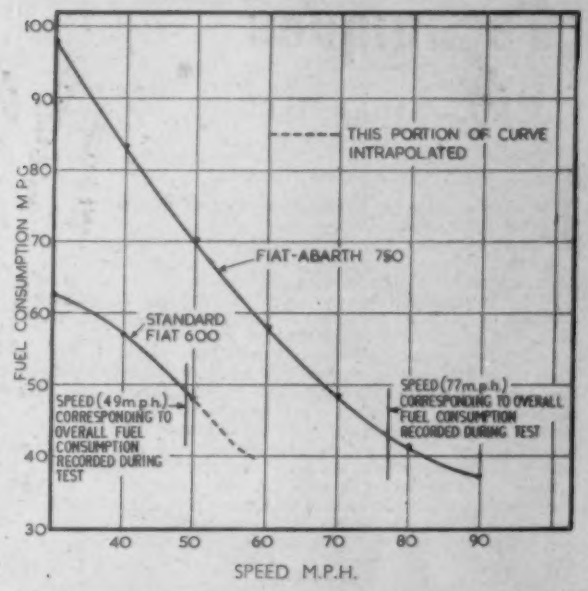
Some Observations on the Outstanding Performance of the Fiat-Abarth Zagato 750

IN the late 'thirties there was a noticeable swing towards the streamline body form, or rather, the smoothed-out tail; flat screens were then still very popular, and they exerted quite appreciable drag. Surprising improvements in fuel consumption were recorded at a time when fuel development was passing through a stagnant period; thus these gains did not stem from the use of higher compression ratios, and could be related to the better form of the bodies.

With demand for more passenger space, the squared-up body which permits increased headroom is now the order of the day, and appears likely to remain so for many years. At the same time there have been quite outstanding developments in fuel, so that a threefold improvement has been possible—more room, greater speed and better fuel consumption. It is illuminating to consider, from these aspects, a car in which streamlining has been utilized, and, at the same time, engine efficiency increased to take full advantage of modern high octane fuels.

The Abarth is developed directly from the Fiat 600; engine capacity is increased from 633 c.c. to 747 c.c. by enlarging the bore by 1mm and the stroke by 8mm (not 4mm as stated in *The Autocar* Road Test No. 1705 of 17 October). At the same time, improvements to the ports and combustion chamber are made, and the compression raised from 7.5 to 9.8 to 1; as a result, the b.m.e.p. is improved from 117 to 137lb sq in—by 17 per cent.

One of the most interesting comparisons between the standard Fiat 600 and the Abarth 750 is obtained by considering the fuel consumptions at constant speeds in top gear. For instance, at 40 m.p.h. that of the 600 is 57 m.p.g. and that of the Abarth 83.4 m.p.g. The figures recorded with the Abarth were so surprising that more than the usual number of readings were taken to ensure accuracy, and each was within the accepted limits of measurement. The apparatus which we use for this purpose is the M.G.A. Petrometer, which is placed in the fuel line between pump and carburettor and measures in units of a two-thousandths part of a gallon; the particular one used during this test was checked and found to be accurate to within less than 1 per cent.



An enlightening comparison of the top gear fuel consumptions at constant speed of the Fiat 600 and Abarth Zagato 750

Overall consumption of the Fiat 600 during *The Autocar* road test of the model was 49 m.p.g., which corresponds to that of the steady speed in top gear of 49 m.p.h.; the figure for the Abarth was 42.6 m.p.g., corresponding to 77 m.p.h.

In a straightforward weight comparison, the Fiat 600 is only ½cwt heavier, so that the improvement in fuel consumption does not owe much to weight saving; and the advantage of the better streamlining of the Abarth probably begins to show gains only at speeds above the maximum recorded by the Fiat.

Quite apart from any advantage which may result from streamlining, there is one very noticeable improvement which the increase in engine efficiency permits, making due allowance for the larger engine capacity of the Abarth—the raising of the gear ratios; in fact, there is a reduction in engine speed at the same road speed.

Much publicity is given to the uses of economizers, both in the design of carburettors and in the fitting of proprietary devices claimed to improve part-throttle economy. Even if the savings are as high as 25 per cent—an improbable figure—it is of little importance when it is realized that a car uses part throttle for such a small portion of the total running time. This can be seen from a study of road tests, where the overall fuel consumption recorded bears little relationship to that recorded at 40 m.p.h., or even 50 m.p.h. if the maximum speed of the car is above 75 m.p.h.

On the other hand, if the engine efficiency can be improved so that its speed in top gear can be reduced by 15 per cent by the simple expedient of raising the final drive gearing, then a corresponding improvement in overall fuel consumption is achieved without loss of road performance.

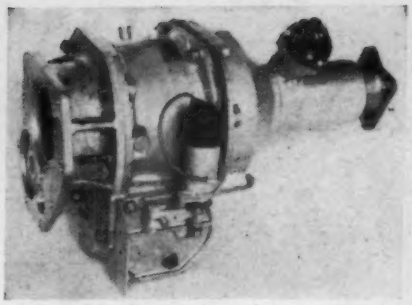
Except in specialized, high-performance vehicles like the Abarth, advantages obtained by streamlining cannot be expected, for the demand will be for increased passenger space; there will thus be a continued trend towards engines suited to the higher octane fuels. Much more remains to be done on the carburation side and, of course, there are worth-while gains to be obtained from the use of fuel injection, but present indications are that it will be a long time before the price of this equipment can be reduced sufficiently for it to be fitted to the average family saloon.

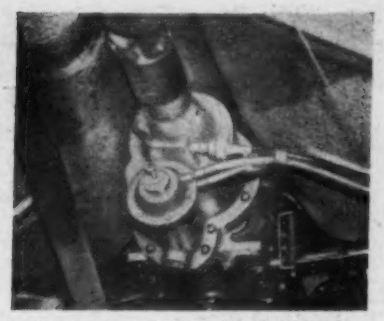
H. M.

A group of Abarth cars as shown at the recent Paris Show. The 500 (centre), 750 (left) and the new 750 Twin Cam (right) on which the flutes in the roof panel are now deleted

Modern Driving Techniques

2—OVERDRIVES





Left: The Laycock-de Normanville overdrive unit. Right: The Handa overdrive in a Vauxhall Victor

IN spite of the great number of overdrives fitted to cars since 1945, the world's Average Motorist is still uncertain of the overdrive's place in current design. Yet this gearing-up dates back to the very early days of car building. First, what is direct drive? This is an easy one, of course: it means simply that the gearing between engine and driving wheels is affected only by the ratio of the crown wheel and pinion; there is no alteration in ratio effected by the gear box.

Some cars, particularly in the early days, had a geared-up top giving a higher ratio than that of direct drive, and from this came the designation "overdrive." Nowadays the top gear of nearly all cars is direct, but "overdrive" has come to be understood as a proprietary extra gear, usually fitted at additional cost, which may raise top normally by the flick of a switch or by temporary easing of the throttle pedal; it may operate on other ratios as well. A few current cars rely on overdrive for the attainment of maximum performance, such as the 541R Jensen (in which maximum speed on top gear is much less than on overdrive), but most are offered with overdrive primarily as a means to greater economy and reduced engine fuss at high cruising speeds.

Two makes of overdrive which are predominant now are the Laycock-de Normanville and the Borg-Warner; the simpler, cheaper Handa also is becoming increasingly popular. Before considering the advantages of these mechanisms it is worth discussing how they react to the driver's demands. Among enthusiastic motorists the Laycock-de Normanville is the most popular, having an instant, flick-of-the-switch change, up or down. The unit incorporates an epicyclic gear to enable changes to be made without using the clutch, irrespective of throttle opening. It maintains transmission of torque during the actual change. It is often fitted so that it will operate on second, third and top gear of the orthodox box. Its single control switch is sited close to one of the the driver's hands.

The Borg-Warner will operate on any gear after a predetermined propeller-shaft speed has been reached, and has the virtue of an exceptionally smooth change from a normal gear to overdrive. The change is effected by easing back the throttle pedal when engagement is required. When the normal gear is wanted the throttle pedal is depressed to the floor, this movement operating a switch to cut out overdrive immediately. This change can be a little fierce in certain circumstances, as it is necessarily made at full throttle. The Borg-Warner overdrive has a cut-out control so that, in town for example, engagement of overdrive may be prevented. At low speed on overrun the mechanism provides free-wheeling enabling clutchless changes to be made.

The Handa has little of the mechanical refinement of the other two, operating through a simple dog clutch. However, it is much cheaper, and fulfils the essential function of providing higher gearing. The Handa operates on the whole set of gear ratios, and is engaged or disengaged by a single push-pull control. The changes are not quick or silent, thus many drivers prefer to leave overdrive engaged permanently on the open road.

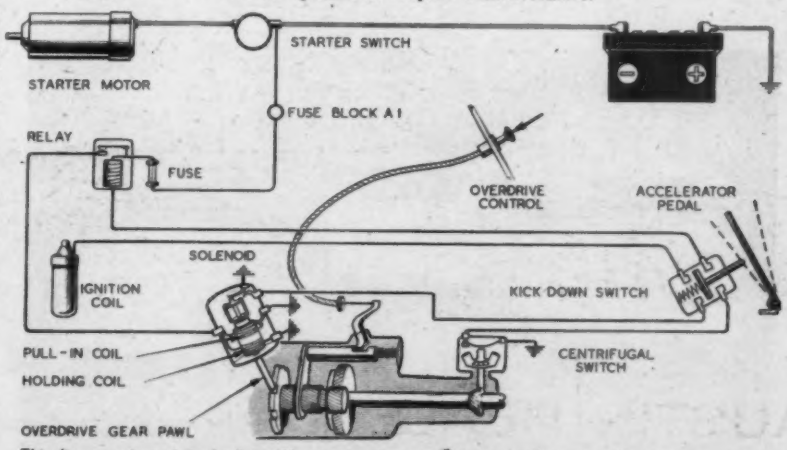
Motorists have two fundamental approaches to the use of overdrives. One enjoys the advantages of greater economy coupled with reduced engine fuss and wear, the other likes the increased effectiveness with which engine power may be used to reduce journey times. These different merits of overdrive may be explained quite simply. Suppose that on a good stretch of road 70 m.p.h. is to be the cruising speed, and that this is obtained initially on top gear. Then, when overdrive top is engaged, the same amount of power is required to maintain the 70 m.p.h., but it may be provided by the engine working at lower r.p.m. and therefore in a better part of its torque range—in other words, at a more efficient engine speed.

At first glance it might be thought that as the engine operates at its most efficient speed, wear would be increased by the additional load per rev. However, the effect of the load varies as the square of the r.p.m., so that engine wear is reduced.

The sporting motorist is usually less concerned with obtaining the best possible fuel consumption, and, particularly with the de Normanville overdrive, prefers to make use of the instantly available extra ratios. Thus, when overtaking for example, a change may be made into overdrive—when maximum r.p.m. are approached in the orthodox gear—more quickly than by a gear-lever change-up. Again, while following slower traffic an overdrive ratio may often be engaged, which is more nearly the ideal for subsequent acceleration than any of the orthodox ratios provided. However, even the sportsman would not use all the ratios progressively. In one set of circumstances the normal gears might be used in turn, followed by overdrive top. On another occasion it might be first, second, third, third overdrive and then straight to top overdrive. This latter progression is used widely, particularly when third overdrive will run the car up to a regularly used cruising speed.

Overdrives of the two main types have their uses in town driving. Sometimes, for example, the total gear requirements are met for long periods at a time by second and second overdrive, the clutch being used only for stopping and starting.

The popularity of overdrives on post-war British cars is owed in part to the contradiction in the requirements of the home and overseas motorist. The average British driver has little opportunity for sustained high speed, and therefore prefers a fairly low-geared top which will cope with main road gradients and acceleration from low speeds. In many overseas markets, high gearing sells cars. The overdrive units offer the best of both worlds, giving a wide choice of ratios whose use does not require constant manipulation of the gear lever. An orthodox gear box could certainly be made to give all the ratios required, but it would lack some of the versatility of the three- or four-speed box coupled with overdrive.



This diagram shows how the Borg-Warner overdrive on an Austin A.90 is controlled. The centrifugal switch prevents selection of overdrive below approximately 32 m.p.h. by de-energizing the solenoid. Release of the accelerator above this speed to give overrun allows the pawl to engage overdrive. A rapid change to direct drive is obtained by the accelerator pedal kick-down switch

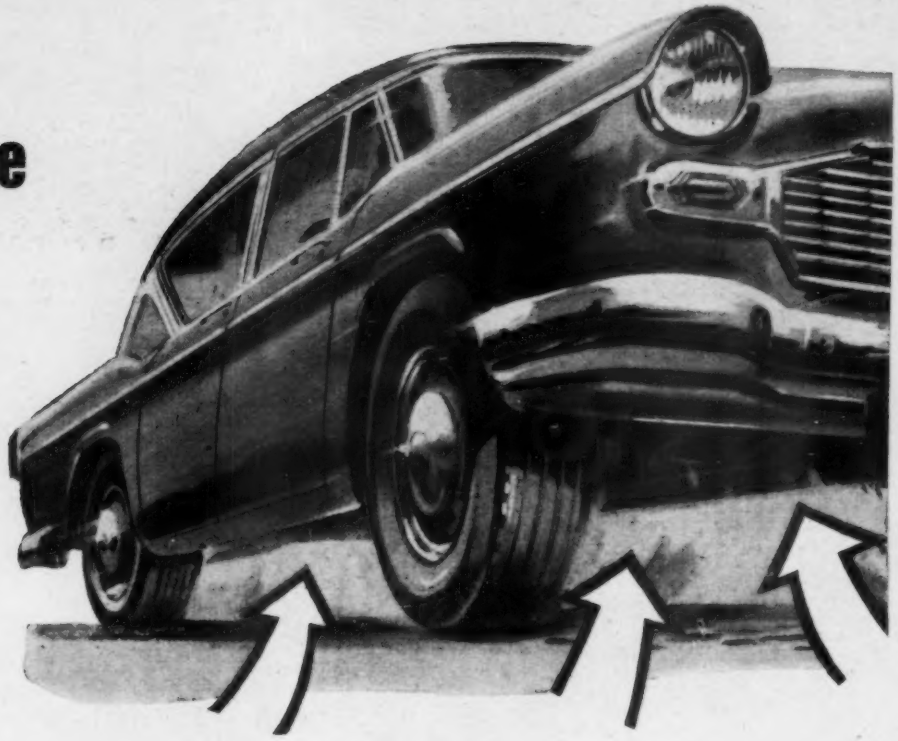
100-Six 6-cyl. 2.6 litre engine. Overdrive extra

AUSTIN HEALEY... *shortest distance between two points*

Sprite 4-cyl. 948 cc engine, 4-speed gearbox

The Austin Motor Company Limited · Longbridge · Birmingham

Every time you drive...



your car vacuum-cleans the road

—at your expense!

The moment your new car leaves the showroom or works, water, mud, stones and flints are sucked up at speed, pounding, peppering and scoring its unprotected parts. Let this continue—and sooner than you think rust and corrosion have got a foothold.

Dunlop Rubbaseal stops this costly damage. It wraps every inch of vital underbody with a resilient, waterproof coat. It cuts down drumming, squeaks and rattles. It keeps depreciation DOWN, re-sale prices UP.

See your local garage NOW. Dunlop Rubbaseal can be applied quickly—and once on, WILL LAST THE LIFE OF YOUR CAR.

protect your most vulnerable investment with

DUNLOP RUBBASEAL

BM/701

Used Cars on the Road—133

1950 JAGUAR MARK V

Basic price new	£988 0 0
Total price new	£1,263 3 11
Price secondhand	£365 0 0
Acceleration from rest through gears:	
to 30 m.p.h.	5.0 *sec*
to 50 m.p.h.	11.4 *sec*
to 60 m.p.h.	17.6 *sec*
to 70 m.p.h.	23.7 *sec*
20 to 40 m.p.h. (top gear)	8.2 *sec*
30 to 50 m.p.h. (top gear)	8.1 *sec*
Standing quarter mile	21.4 *sec*
Petrol consumption	16-19 *m.p.g.*
Oil consumption	*negligible*
Mileometer reading	6,425
Date first registered	*March* 1950

Provided for test by Speedwell Garage, High Street, Whitton, Twickenham, Middlesex. Telephone: POPesgrove 3770.

No serious corrosion was evident when the underneath of the car was inspected, and the exhaust system is sound. An underbody aerial has been fitted for the H.M.V. radio; the reception which results is below standard

EXPERIENCE of large and uneconomical used cars more than six or seven years old leads one to expect little from them. Too often they fall into the hands of owners who, facing heavy petrol bills, cannot afford to maintain them efficiently, and rapid deterioration results. Often the most that one may dare to hope is that the car will be safe. Thus it was encouraging and reassuring to find a complete contrast to the usual in the subject of this test—a 3½-litre Jaguar Mark V which bears all the evidence of having carried lightly a total mileage which must, of course, be a great deal higher than the figure recorded above; and of having behind it a history of really careful use. It lacks few of the excellent characteristics of the model.

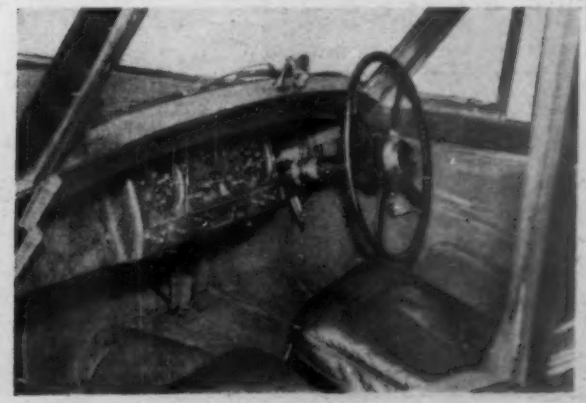
Before full working temperature is reached one may detect slight noise from the pistons, but this fades away quickly, leaving the engine virtually silent. In top gear it is never audible, and only at high revs in the indirect gears may an appropriate and subdued hum of power be heard. The engine is the original unit, but it is in such good condition that an overhaul must have been carried out on it fairly recently. The acceleration figures are consistently better than those of the identical model when tested new in July, 1949.

Starting is always first time, and the automatic choke is accurately adjusted to cut out quickly after a cold start, without causing over-rich hunting or any tendency to stall.

This Jaguar has a remarkably good steering lock, and over the full range the control is extremely light to operate, as well as being commendably precise. This is in spite of having on the road wheels Michelin X tyres, which often increase the effort of steering. First-class directional stability adds security to the car's high-speed cruising ability.

A short, remote control gear lever is located between the two front bucket seats, and it is one of the many factors which make this a really enjoyable car to drive. The indirect gears are quiet but the change is not quick, as the synchromesh has become very weak; a momentary pause in neutral or full double-declutching is necessary to ensure silent gear changes. A fault is that second gear jumps out of engagement on the over-run.

The rev. counter tends to stick at about 1,000 r.p.m., and will not go below that speed; otherwise it works efficiently, and like the speedometer is steady and easy to read. The rear mirror is mounted too low to be of any use at all, but two wing mirrors have been added to the car



One of the few respects in which this Jaguar is below standard in its mechanical condition is the brakes. They are effective, and take in hand the momentum of this heavy car (33 cwt) in a reassuring manner; but excessive pedal travel and the need for heavy pressures indicate that they require adjustment. However, it is understood that Speedwell Garage intend to bring the brakes up to standard before the car is sold. Applied with effort the hand brake will hold the car on a steep slope.

Perhaps the most impressive feature of this Jaguar—as a used car, and bearing in mind its age and the low price at which it is offered for sale—is the fine mechanical order which makes it so enjoyable for the driver. It is also comfortable for the passengers. The suspension, independent by torsion bars at the front, is well damped, and carries the car smoothly over bad road surfaces without pitching or jolting. Pleasant handling characteristics, and excellent behaviour without roll or vicious breakaway, are also evident when the car is driven fast on a winding road.

Wind noise is at a surprisingly low level, and the car impresses quickly by its ability to cruise between 70 m.p.h. (corresponding to 3,700 r.p.m.) and 80 m.p.h. in remarkable silence. There are no rattles or squeaks. A good driving position, giving an unobstructed view of the road, and placing the driver near to the windscreen, completes the picture of the enjoyment to be obtained at the wheel. The car is easy to control in traffic although rear visibility is poor.

Not quite to the same standard as the mechanical condition—but still praiseworthy—is the bodywork. The car is finished in black, and the general appearance of the exterior is impressive. The paintwork shines well, and there are few chips or scratches; only on the door sills is there any evidence of rust. The chromium also looks well, but close inspection reveals some rusted patches, and other places where it has been polished away.

Although now somewhat blemished, the polished wood facia and window surrounds lend an air of quality to the interior appearance. The most obvious sign of wear is in the brown leather of the seats which has cracked and lost its lustre. The seats themselves have not sagged at all—or they have been rebuilt. The brown fitted carpets in front and rear compartments are unmarked, and evidently must have been replaced comparatively recently. The cloth roof linings are well above the average for any used car, but when the Jaguar was left standing in heavy rain, water seeped through the linings. This fault should be rectified soon, because so far no damage has resulted.

All of the tyres are less than a third worn; the spare is a Dunlop, and as already mentioned the other four are Michelin X. There are only a few gaps among the fine set of fitted tools in the lid of the luggage locker.

The comprehensive standard equipment includes an effective fresh air heater (with less powerful demister), a cigarette lighter, two flat beam fog lamps, an adjustable steering column, and fresh air ventilators. To supplement this an H.M.V. radio and a windscreen washer have been added. The water control for the heater has come adrift, and the left front door cannot be locked, but these are the only faults in the whole of the car's electrical and mechanical equipment. Even the clock keeps perfect time.

It happens sometimes in these used car road tests that the subject turns out to be in outstandingly good condition. Recent examples of this include a Riley 1½-litre, a Bentley Mark VI and an Austin A.90 Westminster. This Jaguar Mark V will undoubtedly be remembered in the group because its all-round condition is remarkable for an eight-year-old. Certainly it is well up among the best that we have tried in the series, in terms of value for money.

IMPROVING THE PERFORMANCE OF POPULAR CARS

PART 5 OF A NEW TEST SERIES

Volkswagen

SINCE the war the Volkswagen, with very few design changes through the years, has demonstrated its worth in most parts of the world. The flat four, air-cooled 1,192 c.c. engine is designed for continuous flat-out, full-throttle work with reliability. It is deliberately over-geared, having a top ratio of 3.6 to 1, which gives, for a small car, the high figure of 20 m.p.h. per 1,000 r.p.m. The compression ratio of 6.6 to 1 is low, to enable the cheapest grades of fuel to be used, and the lengthy plumbing of the single carburettor induction system is far from ideal for efficient breathing.

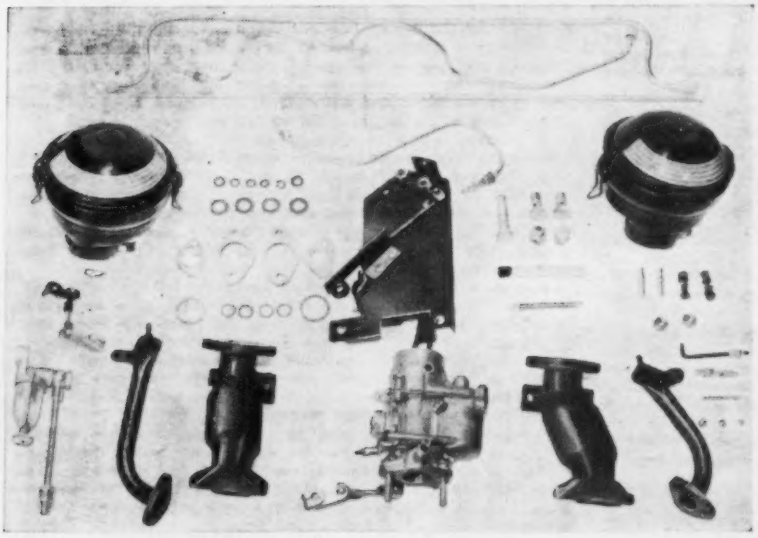
Attempts to increase output by raising the compression ratio have jeopardized the crankshaft, and there have been cases of fatigue failure of cranks at between 20,000 and 25,000 miles. A safer method is to improve cylinder charging by adopting twin carburettors without increasing peak explosion pressures to any great extent.

The German Express conversion, now marketed in this country by Rally Equipment, 295, Edgware Road, Colindale, N.W.9, follows this practice, and incorporates a few ideas of their own. Sold as a kit easily fitted by the owner, it consists of a second Solex 28 PCI carburettor with two short induction pipes, one for each pair of cylinders, incorporating a hot spot, two oil bath-type air cleaners, a balance pipe, fuel filter and the necessary fuel lines, throttle linkages, brackets, bolts, washers and gaskets. All parts are well made and finished.

A straight-through silencer was tried originally but found to give no improvement. Price of the kit complete is £38 10s, and if fitted at the works the charge is £7 10s.

Induction heating is carried out as follows. The cast, light-alloy induction pipe is double-walled for part of its length, and heat is conducted from the cylinder head along the outer wall to the carburettor end of the pipe. Heat is passed also to the upper end of this pipe through an adaptation of the original exhaust hot-spot pipe, but in this conversion the pipe is shortened and flattened at its upper end where it is bolted to the new induction pipe, and forms a bracket for the throttle spindle. Being heated by exhaust gases, this fitting also conducts heat to the induction pipe.

On this conversion the choke control is disconnected, so that for starting from cold the accelerator pumps are relied upon to give a rich starting mixture. The output of these pumps is critical, and a graduated glass gauge is supplied with the kit for their calibration. Thus, when starting from cold, about three jab of



The complete kit of parts, showing the special cast induction pipes, hot-spot pipes and bracket for throttle linkage

PERFORMANCE TABLE

	Standard Volkswagen	Express Volkswagen
	sec	sec
Acceleration from rest through gears to:		
M.P.H.		
30	7.3	7.7
40	—	12.2
50	22.4	18.6
60	—	35.8
Standing start quarter-mile	24.6	23.9
From constant speeds		
10-30 m.p.h. in 2nd	6.2	5.5
20-40 m.p.h. in 2nd	10.6	7.7
20-40 m.p.h. in 3rd	10.6	10.0
30-50 m.p.h. in 3rd	14.7	11.5
30-50 m.p.h. in top	22.6	21.3
Maximum speed: mean m.p.h.	61.0	66.2
best	65.0	69.0
Overall fuel consumption m.p.g.	34.0	30.3
Weight as tested cwt	17¼	17¼

FOUR MEDALS FOR FORD CARS!

Four tributes to Ford quality!

Ford are proud to have received in the 1958 Private Coachwork Competition at the Earl's Court Motor Show, outstanding awards in the three main 'family car' classes—sections for low- and medium-priced saloons. In addition, Carbodies Ltd. received an award for the Zephyr Convertible.
Competition marks are awarded for comfort, exterior finish, visibility, luggage accommodation, accessibility, 'practicality' of controls layout, etc.—with special stress on styling and interior design and finish.
These successes are substantial proof indeed of the *quality* of design, finish and comfort of Ford of Dagenham products.

PRIVATE COACHWORK COMPETITION 1958
arranged by the Institute of British Carriage and Automobile Manufacturers

GOLD MEDAL — PREFECT DE LUXE
(Section 4. Standard Enclosed Coachwork, Group A — standard production models not exceeding £500 exclusive of Purchase Tax.)

GOLD MEDAL — CONSUL DE LUXE
(Section 5. Standard Enclosed Coachwork, Group B — standard production models over £500 but not exceeding £600 exclusive of Purchase Tax.)

SILVER MEDAL — ZEPHYR CONVERTIBLE
Awarded to Carbodies Limited.
(Section 11. Standard Convertible Coachwork — standard production models not exceeding £1,350 exclusive of Purchase Tax.)

BRONZE MEDAL — ZEPHYR SALOON
(Section 6. Standard Enclosed Coachwork, Group C — standard production models over £600 but not exceeding £700 exclusive of Purchase Tax.)

FORD OF DAGENHAM

'5-Star' Motoring — the best at lowest cost

FORD MOTOR COMPANY LIMITED · DAGENHAM

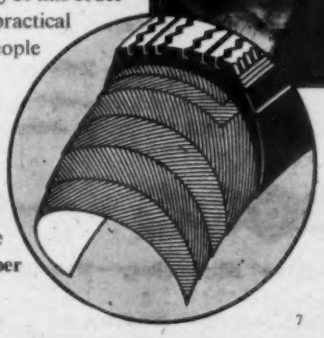
TWELVE MONTHS' SAVAGE WEAR—STILL SERVICEABLE

Fred Fowler gets lab. check on High-Tenacity Rayon tyre cord

FRED FOWLER is Transport Maintenance Manager at the Ham River Grit Company's depot at Chertsey, Surrey, and his tyres take a terrific beating on the fantastically rough surfaces they have to work over. He uses heavy-duty truck tyres with High-Tenacity tyre cord.

One of the Ham River Grit Company's tyres was stripped down. The rayon cords were thoroughly tested. The experts' verdict was that, having shifted over 13,000 tons of ballast, the rayon cords were still in excellent condition. Tyre economy of this order makes a positive and practical appeal to transport people like Mr. Fowler.

Courtaulds scientists are improving High-Tenacity tyre cord all the time. **This means thousands of miles of additional tyre life to the motorist and safer, cheaper transport for everyone.**



In the lab. Mr. Fowler's tyre was found to have a cord carcase still in excellent condition. The rubber tread was worn but not the High-Tenacity tyre cord! (See left how thousands of tyre cord strands form the basis of the tyre.) No other tyre cord makes tyres that run so quietly and so comfortably with such long and safe mileage.

COURTAULDS HIGH-TENACITY TYRE CORD

"TENASCO" REGD COURTAULDS HIGH-TENACITY RAYON

BASIC STRENGTH OF THE WORLD'S TYRES

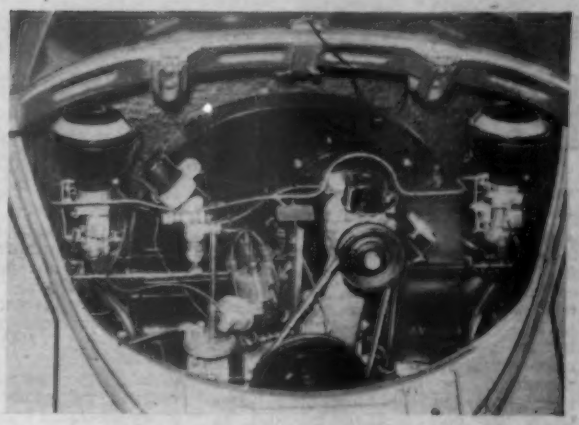
IMPROVING PERFORMANCE . . .

the accelerator are needed, but when the engine is hot the throttle is held slightly open and the starter operated.

Until the engine is thoroughly warmed up, there is a flat spot at about 30 m.p.h. in top gear. The engine is very responsive to throttle, and there is the characteristic, unburstable feeling about the engine, which can be taken up to over a true 55 m.p.h. in third gear. It was possible to cruise indefinitely at a true 60 m.p.h., with the accompaniment of a throbbing whine from the transmission. As on the standard car, the gears must be used freely to get full performance, but this is always a pleasure with the excellent central gear change.

As the performance panel shows, acceleration is improved, and this was particularly noticeable in second and third gears. On the standard car, maximum r.p.m. of 3,400 is not attainable on the level in top, but this was reached with the twin carburettor car, giving a best maximum of 69 m.p.h. The engine proved a little more thirsty, fuel consumption rising from 34 to about 30 m.p.g. Apart from the different starting technique, and the improved performance, there was nothing to suggest that the car was tuned, exhaust noise being no greater and smoothness remaining unimpaired.

D. M. P.



Each Solex carburettor supplies a pair of cylinders through a new heated induction pipe. A balance pipe between them runs behind the fan duct

THE BRIGHTON RUN RESULTS

OF the 208 entrants in this year's Brighton Run, 15 failed to start and a further nine did not arrive at Brighton in time to qualify at 4 p.m. (Pictures, pages 742-3.) Among the registered non-starters were George Lanchester and George Upton with the 1897 two-cylinder Lanchester from the Science Museum, this car having burnt out its ignition armature before the start—a sad finale to many months of late nights and hard work on this car, in restoring it from a sectioned museum piece to a full road vehicle. We shall hope to see it functioning in good order 12 months hence. Mr. Lanchester, however, thereupon took station as passenger in another car bearing his name—the 1904 machine belonging to Anthony Bird.

Another non-starter was Bill Cooke's 1903 Argyll, of which a front wheel king-pin broke whilst it was being manœuvred into its starting bay. Two cars, Peter Hampton's 1903 60 h.p. Mercedes and C. A. Oakden's 1903 10 h.p. Panhard-Levassor, were disqualified for rushing through the bad weather to arrive before their scheduled times in Brighton, and under the regulations for the Run will be disallowed from starting in next year's event.

Of those who qualified, there are several heroes who will be remembered in future years; one is Cyril Caunter, who this year succeeded in bringing the Science Museum's 1888 Roger-Benz three-wheeler over the finishing line, assisted by his colleague, William Flawith, after no less than 7¼ hours in filthy weather. This may well be the last public appearance of this car on the road, but during its subsequent existence as a static showpiece in South Kensington's Science Museum, Mr. Caunter's run will be at the same time a proof of its abilities, as well as a pointer to its driver's sincerity and perseverence. The other heroes were R. G. Forster and his crew; after his 1903 De Dion Bouton had broken down nearly seven miles from Brighton, it was manhandled thence to the finishing line by its crew, assisted by other enthusiastic helpers, in time to qualify for a plaque with only 1½ minutes to spare.

THOSE WHO QUALIFIED

1888—Roger-Benz (C. F. Caunter).

1896—Léon Bollée (Capt. I. G. Benbough with M. Stevens, Cdr. C. L. A. Woollard, R.N.); Lutzmann (E. S. Berry, P. Fotheringham-Parker).

1897—Benz (S. Kentish); Daimler (D. G. Flather); Léon Bollée (J. Twyford, S. C. H. Davis); Vallée (R. Schimp).

1898—Benz (L. D. Goldsmith, R. Rockcliffe with D. Johnson); Decauville (H. B. Leech); Stephens (R. J. Stephens).

1899—Beeston Quadricycle (L. Williamson); Benz (H. P. Wood), A. J. Beagle); Daimler (A. James, N. H. Mann); Decauville (A. Tyler); Dechampe Tricycle (D. Lees); Hurtu (E. Hayes); Mercedes-Benz (G. H. Brockington); Star (P. C. Allen, G. P. with C. B. Hayward).

1900—Benz (P. Bradshaw, N. R. Cole, Lt. Col. F. E. Manning, O.B.E.); De Dion Bouton (J. A. G. Burchell, G. B. Corser, K. H. Smith); Georges Richard (J. E. Crossman, M. with Mme. Pottier); M.M.C. (E. Hare); Napier (D. R. Grossmark); New Orleans (R. D. Thomas, D. G. Silcock, G. B. Sanders); Peugeot (H. E. F. Parkinson); Phebus-Aster (E. B. Harrison); Pieper (R. Pulman); Progress (A. H. Grundy); Victoria Combination (E. Rowe).

1901—Benz (W. Andrews); Corri (G. Dunham); Decauville (J. A. Butterworth); De Dion Bouton (R. Hughes, C. F. Bartlett, J. H. S. Guest, Miss P. S. Porter, P. J. Wellingham); Durkopp (N. V. Reeves); Mors (E. E. Sears); Panhard-Levassor (C. A. Shillan); Renault (G. A. Eastmead); Royal Enfield (G. W. Goodhall); Royal Enfield Quadricycle (F. H. Babcock, H. Michelson); Sunbeam-Mabley (K. Schueler).

1902—Argyll (R. Erskine-Grey, G. W. C. McCrea); Arrol-Johnston (F. G. Moore); Beaufort (E. P. Shaw); Benz (R. G. Sloan); Century Tandem (L. P. Hunt); Daimler (A. J. Maundrell); De Dietrich (E. H. S. Warner); De Dion Bouton (Capt. J. V. Alcock, Air Chief Marshal Sir G. Tuttle, K. F. Firman, C. W. Ward); James and Browne (B. Wellsted); Panhard-Levassor (R. K. N. Clarkson, K. W. Lightfoot); Peugeot (Dr. C. R. Clayburn, Maj. H. Fairhurst, M.C., R. P. Martin); Quadrant (J. Lowden); Renault (R. F. Collinson); Wolseley (Maj. J. Gardiner, O.B.E., T. Grose, J. W. Howes, P. H. Pointer).

1903—Achilles (D. Fitzpatrick); Cadillac (A. Polson); Clement-Talbot (J. G. Sears); Darracq (A. A. Wilson-Gunn); De Dietrich (L. A. Jackson); De Dion Bouton (A. S. Dunning, R. G. Forster, B. Norman, R. North, L. T. Norton with J. Hudson, E. D. Pigg with R. Templeton, A. Pither, R. Glenton, P. H. Turvey or F. Turvey); Georges Richard (M. Wilcock); Gladiator (H. R. Timmis, W. F. Watson with H. B. Poulter); Humberette (W. Wild); Lanchester (F. W. Hutton-Stott); Mercedes (W. Pollock, C. W. P. Hampton, Lord Montagu of Beaulieu); Napoleon (J. Dymond); Oldsmobile (J. D. C. Allen, S. Gibson, C. J. Bendall, J. C. Gilbertson, D. Balla); Panhard-Levassor (J. V. Bolster, J. G. Hampton, C. A. Oakden with Mrs. Oakden, Air Chief Marshal Sir A. Coryton); Phœnix Trimo (Dr. A. T. Robinson); Regal (W. H. Waring); Renault (Mrs. R. Fotheringham-Parker, Capt. P. Watters-Westbrook); Siddeley (Maj. H. Browell), Sunbeam (H. S. Simons); Thornycroft (W. Vaux); Tony Huber (D. H. Prowse); White Steamer (A. J. Betteridge, D. G. Blackford); Winton (J. M. A. Paterson).

1904—Alldays and Onions (H. P. Ruffell); Brushmobile (Air Commodore W. Helmore); Cadillac (A. F. Trengove, H. E. Bowden); Century (P. R. Crittall); Darracq (P. Preston, R. D. Gregory, Dr. H. R. Marrett); De Dion Bouton (H. O. S. Bridcutt, E. T. Clark, Miss M. Cole, O. McGregor Craig, F. L. Knight, F. G. Moore, J. Smithies, W. R. Stevens); Garrard Tricar (E. Thompson); Humber (N. C. Ashton, L. Briggs, G. Warwick); Humberette (F. W. Harrison, F. J. Snozall, Dr. E. Warlow-Davies); James and Browne (H. P. Lucas); Lanchester (A. C. Bird); Mercedes (E. E. Sears); Minerva (A. T. Scott); Mors (H. A. Pierpoint); Norfolk (T. H. Boothman); Oldsmobile (P. Smith, G. E. Mawer); Panhard-Levassor (R. L. Bennett); Peugeot (F. E. Davis, T. Parkinson); Pope-Tribune (Dr. J. W. E. Fellows); Quadrant Tricar (D. R. Gilbert); Renault (P. C. Waring, R. Knight); Riley (D. S. Inchley); Rolls-Royce (O. Langton); Siddeley (A. E. Stradling); Speedwell (P. C. Tulley); Star (G. Edwards, P. C. Newens); Swift (E. Solomon); Talbot (H. Rose, F. Reeves); Tony Huber (E. J. Wilde); Turner-Miesse Steamer (A. Hodgson); Vauxhall (P. C. Kidner); Vulcan (D. E. Taylor); Wolseley (Richard Barton with Mrs. Barton, Mrs. D. Reece, S. Cantor, J. O. Wiginton).

Books Received

Adventurer's Road.—The Story of the 1907 Pekin-Paris Road Trial and the 1908 New York-Paris Motor Race, by T. B. Nicholson. Cassell & Co., Ltd., 35, Red Lion Square, London, W.C.1. Price £1 1s.

Long-distance trans-continental drives by motor car seem to have had (at least early in the century) some of the fascination of Polar exploration—mysterious to most people, but attracting a ready band of what can only be described as "intrepid" enthusiasts. Two of these drives are the subject of Mr. Nicholson's book—the first covered more than 8,000 miles and lasted for 80 days; the second was still longer, for it covered 13,000 miles, crossed three continents and took 218 days.

This book tells the stories in great detail, from the original challenge published in the Paris newspaper *Le Matin*, through the myriad, varied setbacks, to the triumphal Paris arrival of Prince Scipione Borghese's Itala in the first trial and the confusion attendant throughout the second. The New York-Paris "race" was later threatened with even further appalling disorganization by a suggestion from *Le Matin* that each car should finish officially in the city from which it had started. This was ignored by the German Army officers' team in a Protos who, instead of ending their participation at their Berlin starting point, went on to reach Paris first. Later, however, the American Thomas Flyer was confirmed winner.

The details and anecdotes concerning the cars, their drivers and the hazards met and overcome, are interesting, if somewhat depressing, and the illustrations are copious, but it seems possible that today such stories have lost some of their bite.

HOW THEY WORK AND HOW TO LOOK AFTER THEM

HEATERS

HEATING and demisting equipment is an accepted fitting on the modern car; some manufacturers include it as part of the standard specification, or it may form some of the additional equipment provided on a de luxe model. Certainly it is well worth having. If the interior of the car can be kept at a reasonable temperature, the crew are likely to be comfortable and the driver, by the same token, more alert. Many motorists forget the old days when the only warmth provided in winter, apart from thick coats and gloves, came from the engine through the poorly insulated bulkhead.

Today, cars not already equipped with a heater can be fitted with one of two basic types—the recirculating heater, or the more elaborate fresh-air pattern. Heaters made by the better-known accessory manufacturers can be obtained to fit cars whether the cooling system operates on the thermo-siphon principle or has a water pump to circulate the coolant. Before it is decided to install either model on a car which is not new, it is advisable first to ensure that the engine cooling system—which provides the warmth for interior heating—is working in a satisfactory manner.

First step is to ensure that the radiator provides a clear flow of water. If there are signs of rust and scaling, the cooling system should be cleansed with a good descaler and corrosion inhibitor, of which there are several on the market, and then flushed out thoroughly with cold water. The bottom hose should be removed and the radiator flushed by reverse flow—from the bottom, the opposite of its usual direction of flow—with mains water pressure. The radiator hoses must be in good condition, as any leaks or restrictions will tend to diminish the efficiency of the heater by impeding the flow. Hoses on cars which are not new have a tendency to bulge inwards if the inner lining becomes loose; the exterior may have become softened by engine oil leaks.

The thermostat, which is located usually in a chamber formed in the cylinder head casting, should be checked to see that it opens at the correct temperature; this can be done by removing it from the engine and immersing it in a saucepan of water heated on a stove. Rising water temperature is checked with a thermometer, and if the thermostat opens at a temperature of more than 5 deg C different from that specified, it should be replaced. Thermostats manufactured by Smiths Motor Accessories, Ltd., have the correct opening temperature stamped on them: this is normally between 70-80 deg C or 158-176 deg F. The purpose of the thermostat is, of course, to restrict the flow of water through the engine cooling system until operating temperature is reached. In winter, when the heater is likely to be constantly in use, it is recommended to substitute for the standard thermostat one which opens at a higher temperature—about 85 deg C (185 deg F). Most garages and accessory dealers have a chart showing the correct type number for summer and winter. The maintenance of higher engine temperature is beneficial both to the engine and interior heating.

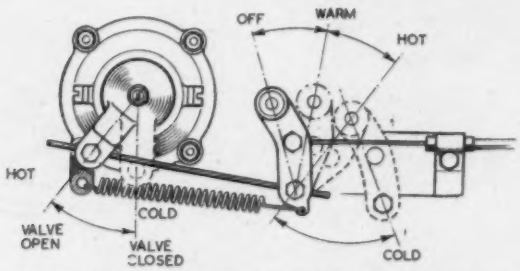
If the engine cooling circulation is in good working order, the heater should function well, but although it is not an intricate piece of mechanism, minor faults can occur to upset correct operation.

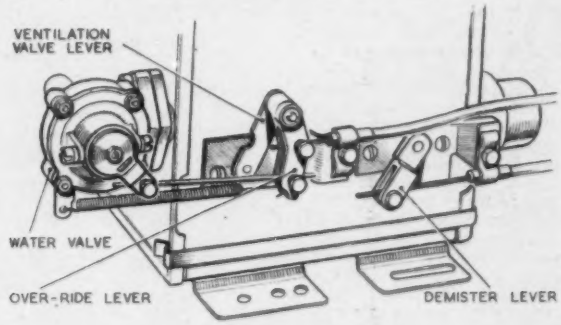
On the recirculating heater little can go wrong provided that it is properly installed, that the hoses connecting the heater radiator to the engine cooling system are not restricted, and that the joints are watertight. As its name implies, this type of heater warms the air already inside the car, and circulates it by an electrically driven fan mounted close to the heater radiator. If this fan fails to operate when the switch is on, the first step is to check the leads and the fuses. The current is normally taken, via the switch, from the A4 terminal of the fuse unit. If the wiring and fuse are in order, a final check can be made by connecting the fan motor terminals direct to the correct (6 or 12 volt) supply. The fan should be firm on its spindle, and the blades free from obstruction.

Correct operation of the fresh-air heater and demisting equipment depends on the proper setting of the controls, which is explained in the car's instruction manual or the manufacturer's installation instructions. In most cases fresh air comes to the car interior through an inlet immediately in front of the windscreen, or it is picked up through a grille in the front of the car and ducted via a large bore flexible pipe to the heater unit. Obviously it is essential to see that the air entry to the heater is not obstructed in any way. For example, on present Austin A.55, A.95 and A.105 models, fresh air enters a grille at the front of the bonnet, and passes through a duct placed on the underside of the bonnet to the heater blower unit. In summer months the protective wire mesh grille on top of the blower can become obstructed with flies or small leaves. In traffic, it is advisable not to have the booster fan switched on, because it may draw exhaust fumes of other vehicles into the car.

Although the controls are adjusted correctly in the first instance, the settings can be upset if the cables stretch or the clamps become loose. In most cases where the Smith's 3½ kw heating and ventilating unit is fitted, the adjustment can be reached from beneath the facia panel. The valve controlling the supply of water from the engine cooling system contains a diaphragm; when the diaphragm is in the closed position, the operating lever should be vertical. A screw and locknut adjustment is provided in the centre of the valve cover so that this setting can be varied if need be. Before adjusting the valve position, the rod connecting it to the operating lever must be slackened off.

If the adjustment cannot be corrected, the diaphragm may be damaged, but it can be removed for replacement by a serviceable unit by undoing the four nuts which hold the two halves of the valve body together. In some cases the valve bodies cannot be dismantled, and the entire unit must be replaced.





Above: Water valve lever, which is closed completely when vertical. Right: The over-ride lever and ventilation lever, the latter "closed" when fully forward

Cable adjustment is made by slackening and tightening the clamping screws on the heater case or behind the control panel. When the ventilating control on the facia is in the Off position, the corresponding lever on the heater should be at its extreme forward position, and even with the blower switched on very little air should enter the car. Results of any adjustments can be checked only when the car is moving. When the facia control is set to Hot, the ventilation valve lever on the heater should be in its extreme rearward position. As this lever is coupled to the over-ride lever, the latter must be in a position which allows the water valve to remain open.

The demister lever controls a separate flap valve in the heater casing, so that with the facia controls set at Hot and Defrost, the maximum amount of air is directed to the windscreen, and the air flow can be boosted by the fan. Inner and outer cables of these controls can be adjusted on the heater casing.

If the controls have been set to supply maximum heating, and then cold air is required, the necessary conditions will not result immediately—the car will travel a few miles before the heater radiator cools after the water flow has been turned off. In winter months, cars equipped with heaters should have a good quality anti-freeze added to the engine cooling system, as construction of the majority of heaters does not permit complete drainage.

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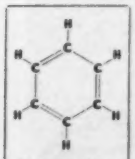

Diagrams shows compact chemical structure of benzene.

AROMATICS BOOST M.P.G.

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The Aromatics in motor benzole are exceptionally volatile. They vaporise readily even when your engine's cold. So your engine reaches top performance in the shortest possible time.

Naturally, therefore, you use your choke less. And as a consequence you use less fuel. Another reason why Super National Benzole gives you more m.p.g.!

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Because Aromatics are so valuable, most modern motor fuels contain a certain amount of them. Manufacturers, in fact, spend a good deal of money producing Aromatics for petrol. These Aromatics are mainly distinguished from those in benzole by the fact that they boil at higher temperatures. So, while Aromatics in general are not exclusive, the light, low-boiling Aromatics that are found in motor benzole *are*. It is these Aromatics that contribute so much to better motoring, giving quicker starting, quicker warm-up, high knock resistance and more miles per gallon —*the Benzole Bonus*, in fact.

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For high-Aromatic motoring

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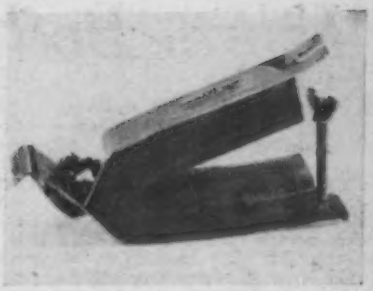
G14



The new Topcoat polish, and a clip for fishing rods, well-padded with sponge rubber

Accessories

Smaller X Tyres

NEW small sizes of Michelin X tyres have been introduced. They are 13in sizes of 5.20, 5.60, 5.90in, and there is also a 5.00—14in tyre. Among car models affected are Austin A.35, new A.40 and A.55, Metropolitan, Austin-Healey Sprite, Wolseley 1500 and Riley 1.5; Ford Anglia, Prefect, Squire, Escort and Consul; Standard Pennant; Vauxhall Victor; Morris Minor.

The 5.00—14 has the sliced Stop tread; the other sizes have the normal SDS circumferential-band pattern. All have the wire-wound carcases which give X tyres their resistance to distortion in cornering, and the length and even pressure of the tyre's "footprint" on the road. Traction and cornering grip can be improved by these features.

X tyres can slightly increase the road roar transmitted to steel shell bodies, and they can make steering a little heavier in manœuvring, a point which does not matter with small cars that are very light to steer. They do not howl or drift in high-speed cornering, and the unskilled but rapid driver must watch this, for breakaway, when it comes, does so with little audible or other warning, and at an unusually high speed. In common with other Michelin tyres, the walls of the X model are very flexible, permitting slight lateral movements which are felt in cars having a very short wheelbase and long overhangs.

These small-car X sizes hardly affect or benefit the family and excursion car—they are of interest in connection with fast touring, sport, and long-range professional motoring.

A special 135—15 size has become optional equipment on the Lotus Elite car.

Polythene Polish

AN unusual car polish is the new Romac Topcoat. A good grade wax polish which polishes well and is easy to use, Topcoat incorporates a form of dissolved polythene plastic; this is said to give a harder film. A half-pound tin costs 12s 6d. The makers are Romac Industries, Ltd., The Hyde, Hendon, London, N.W.9.

The use of certain plastics as "sun tan" creams to protect synthetics which are vunerable to sunshine is not new in industry. This property is claimed for Topcoat polish. *The Autocar* has inspected the company's test panels and believes them to be genuine. Paint of a notoriously fading colour had the original colour better preserved by the polish than by other orthodox means. The rust-protection qualities, in various bare-steel specimens, had proved valuable, though not 100 per cent; this, of course, has relation to the protection of chromium-plated steel, which is apt to show rusting tendencies.

Top right: Crochet backs and perforated palms of Rapier driving gloves

Right: The sliced Stop tread of Michelin X. The other tread, the SDS, is a normal circumferential band and zig-zag edges design. Far right: The Glue Master adhesive spreader

Below, right: An Allen bench seat fitting, with locker and ashtray

Fishing-rod Clips

CLIPS for carrying fishing rods, assembled or in their cases, are an unusual accessory of Edwin Waring, 29-31, High Street, Leamington Spa, Warwickshire. These Mildaw clips have a lower jaw and bolt, for gripping the car's roof gutters, and an upper jaw which is lined with thick sponge rubber. This would hold firmly the most delicate rods without damaging them. The price is £1 5s a pair.

Pressing On

STRING-BACKED driving gloves, it is generally agreed, should have a palm which is smooth enough to slide round a wheel rim, but soft enough to grip without tensing the hands, for modern plastic-covered wheels may be very slippery. The new Rapier gloves, with good French-crochet backs and perforated capeskin palms, meet this requirement. They seem well made, and look well.

The makers are R. and J. Pullman, Yeovil, Somerset, and prices are, for men's gloves £1 14s 6d, and ladies' £1 11s 9d.

Upholstery Cement

AN adhesive for fabrics, including upholstery backing-cloth, is introduced by Gordon and Gotch, Ltd., 75-79, Farringdon Street, London, E.C.4. Such adhesives are applied to both surfaces to be joined, and they are pressed together when tacky. The Glue Master is in a plastic bottle, and costs 4s 6d. The applicator in the nozzle seems a good one—it enables the user to spread either a thin layer of adhesive, or a narrow line.

Armrests

THERE has been an increase in prices of the bench-seat armrests made by P. D. Allen, 99, High Street, Dymchurch, Kent. The 7in rests are now £7 7s, the 9in £8 8s, and those for Mark II Ford Consul and Zephyr are 10s 6d more.

Very firmly located, upholstered in sponge rubber and material matching various car seats, the rest incorporates an ashtray. It gives a driver on a bench seat support against sliding.

Glass Fibre Bodies

A WIDENING use of glass fibre in car construction has focussed attention on this alternative non-metallic material, and a paper read before the British Plastics Federation Reinforced Plastics Technical Conference at Brighton this year by Mr. R. F. Hill, of Hill's Fibre-glass Developments, Ltd., summarizes the present situation in body manufacture.

Advantages of glass reinforced plastics are outlined, the author pointing out the importance of bodies of high strength with low weight, for miniature cars and also for those in the larger 1,000 c.c. and 1,500 c.c. classes, which this material provides. High impact resistance and dimensional stability are other points in its favour, and a much valued characteristic is the complete freedom from corrosion. It is claimed that subtle curves can be produced more cheaply than by other means.

Low tool costs make possible economical small-quantity production. Strength of the plastic body is not affected by working and manipulation as are metal panels that are drawn and stretched during manufacture. Physical strength of the plastic moulding is improved in proportion to the quantity of glass present in the laminate.

Body shells in which chopped strand glass fibre mat is used give a reasonably rigid structure at a relatively low price, but woven glass cloths provide a moulding which is lighter and structurally more sound. Resistance to impact is very high, and the general finish is better. Such a material, however, is more flexible and needs reinforcement. Good body design is indicated by the extent to which the need for metal reinforcement can be avoided, often by incorporating box or channel sections in the moulding.

After searching for substitutes for use with resin laminates, the author had not found anything superior to glass cloth and chopped strand mat for strength, lightness and ease of manipulation, though it is thought that a serviceable alternative will be forthcoming. The importance of maintaining even sections and avoiding sudden changes in section to prevent local weaknesses is stressed.

Great care in mould design and construction is essential, and an important requirement is that a body should be produced as nearly as possible in one piece. Where moulds are split and jointed with flanges, these presented a problem, as with a transfer section during the curing stage of the mould, they are inclined to pull inwards. This can be reduced or eliminated if the flanges are recessed or dowelled, following foundry pattern makers' practice.

Hand lay-up methods of producing the laminate are slow, but in this way the material can be tried and proved before expensive moulds and methods are developed. After laying up the completed shell, a post cure time, preferably at a temperature of 80 to 90 deg F, is desirable but not essential; the body should be left in the mould, if possible, as the final shape is then more stable and definite. The longer the curing time the better, but this duration is not very important.

On the subject of fixing other units to the shell, the author stated that bonding is the most satisfactory method, bolting together is second best, and riveting can be used, but with due reserve. Manufactured adhesives can be bought for this bonding and a normal butt joint can be made, but an overlap joint is much more satisfactory, as it makes possible a greater bond area. When nut and bolt are used, washers should be fitted to distribute the load and prevent edge fractures, and the centre of the hole from the edge of the material should be a minimum of three times the hole diameter. The distance between bolts in line should be 2½ to 3 times the hole diameter; clearance in the hole should be as small as possible. A combination of bonding and nut and bolt is ideal for joint reliability. Glass fibre is not suitable for tapped threads; where these are essential to the design, metal inserts should be used.

Finally, there is a plea for constructors not to venture blindly into this field, but to make full use of the assistance offered by the material suppliers. It is essential to concentrate on careful design to make full use of the unique properties of this material, and thereby ensure sufficient rigidity and durability.

RESPECT FOR AGE

AS the owner—and proud at that—of a car which at best can be described as ageing, I have pondered not infrequently of late on the implications of the threatened official road-worthiness tests.

Although my old lady is—or rather was, according to her makers—a sports car, she is as staid and well-mannered as any dowager when treated in a manner befitting her age and station, and with care will convey me uncomplainingly from point to point for some years to come.

In spite of all this, however, I suffer occasionally from vivid "daymares" of what will probably happen to us if and when we are summoned to an Official Testing Station (10.30 a.m. to 4.15 p.m. Mondays to Fridays, in the centre of a busy town 20 miles from home, approached by a series of narrow and tortuous one-way streets).

I observe the gleam in the eye of the gentleman in charge and can read the "thinks" ballooning above his head—"Can hang a £100 repair bill on this old crate in no time at all." Now I could probably do that myself if I were seeking perfection, but her health is more than equal to the demands I put upon her; she will tour happily around 50, she climbs her hills without fuss and she will stop when and where asked.

Mind you, in the hands of some of my more affluent friends who drive post-war sour grapes of various marques, she would soon collapse from exhaustion or from being asked to stop in 30-m.p.h. distance from 60-m.p.h. speed. Some of these friends lecture me on the money I am wasting by running an old car, to which I reply that for me it is simply that or nothing.

I have read the letters and articles of various of the *cognoscenti* who seem to think it will be a good thing for all concerned if the tests do sweep most of the old stagers off the road, thinking, no doubt, that all the owners will be round to the agents the next day to order a new car. As far as I am concerned—and, I suspect, many more—this cannot happen; we shall regretfully take to the bus or a bicycle. This may not worry the makers of cars very much—most of their home trade probably springs from expense accounts and business users who, no doubt, set off the cost against tax. But what of the petrol, oil and tyre men, to say nothing of the repairers whose services we call on from time to time? I am sure that in the aggregate the shillings we spend with them are an appreciable income to the trade as a whole.

I know that in this day and age "pleasure" motorists are thought in some quarters to be just a nuisance, and that without them the point of complete traffic strangulation could be postponed a few more years without having to build any real roads. Many of us, living in the country, seldom venture very far at weekends, and our cars are the means by which we shop and see our friends. Put motoring beyond our reach and a further frustrating irritation will be added to life in straining after the perfect egalitarian mediocrity which for some is the modern ideal.

I trust that my fears are unfounded and that if and when the tests come, they will be conducted in a rational manner by people who really know what they are doing. The principle, like so many, is excellent, but I beg the devisers of the scheme to put it into the hands of men who are motorists and engineers, and not just transfer redundant staff from the Ministries of This and That to run it.

J. F.

Christmas Sailings

A DAILY car ferry is to be operated this year between Dover and Ostend during the period immediately before Christmas. Sailings will be from Dover at 12.30 p.m., and from Ostend at 11.15 a.m. The normal winter service runs only three times a week.

Road Scheme Short-sighted

MIDDLESEX highways committee has suggested to its County Council that they should object to the Ministry of Transport's plans for improvement of the Great West Road, on the grounds that "they do not adequately provide for the traffic to be expected on the road within the next five to ten years." The committee are reported to feel so strongly about the need for providing adequately for the growing volume of traffic that they say the possibility must be faced of reverting to the original line for the road, as laid down in the county development plan—even though this would involve demolishing 93 houses, as against nine under the Minister's scheme.

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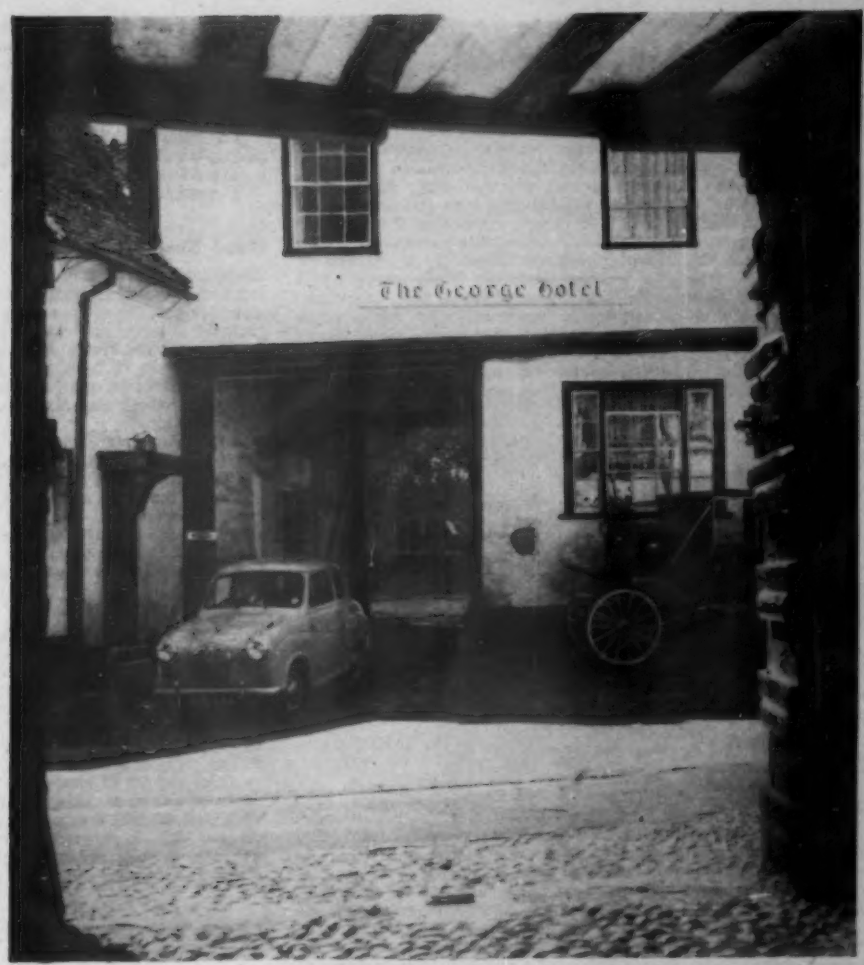


MORE THAN A CENTURY lies between the coach standing on the cobbles before the George Hotel at Dorchester and the car which is moving out to join the bustle of modern traffic on the road to Oxford

Correspondence

Safer Racing

"Drivers Should Wear Protective Clothing." Everyone must admit that motor racing is a dangerous sport. After reading about the crash at Casablanca, and of the death of Stuart Lewis-Evans, it seems that some form of protective clothing would give drivers a better chance in the event of fire. What is needed is a light, fireproof material such as used by the Services' fire-fighters. Overalls made of this would give drivers the protection needed during the vital moments before they can be pulled from a burning car.

Jersey, Channel Islands. M. W. FORREST.

Speed Limits

Call for a Positive Approach. In view of the recent agitation for a 50 m.p.h. limit on all roads and the suggestion that the motoring organizations should take some active steps to combat such a proposal, may I suggest that the mere adoption of a negative attitude that such speed limits should *not* be applied, is not sufficiently aggressive. The 40-mile limit, in the few cases in which it has replaced the 30-mile limit, has surely by now shown the advantage of increasing speeds, both as regards traffic mobility and safety

Why do not the A.A. and the R.A.C. and others interested take up the positive attitude of asking that *all* 30-mile limits should be increased to 40? Some slogan such as "Square the circle—make 'Thirty' 'Forty'" might help to counteract the efforts of those who imagine that the only way to improve road safety is to cause additional traffic congestion.

Market Harborough, Leicestershire. J. S. BLAIR.

Driving Methods

The Slipping Clutch. Mr. G. R. Inshaw (17 October) tells of a local driving school instructor insisting on a woman pupil holding her car on a gradient on a slipping clutch, with hand brake off and first gear engaged. As an ex-driving instructor I have invariably taught my pupils to be able to do this, but have never heard of it being a requirement for the M.O.T. driving test, though certain testing officers may look for this skill. I think it likely that the instructor here quoted was anxious to ensure that his pupil obtained perfect clutch control and carried out such lessons with this end in view.

Obviously, holding a car on the clutch for more than a few

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House Stamford Street, London, S.E.1.

Correspondence

seconds on a pronounced gradient cannot be considered good for the clutch. There are, however, many occasions when it is most useful, and I would recommend that every experienced driver should have the ability to hold his car in this way.

Under "similar methods"—I cannot agree with the sequence when waiting at traffic lights, or halted elsewhere, and I cannot think that this would be recommended by many driving schools. The following is recommended: While traffic lights are red—gear in neutral, hand brake engaged, feet off pedals. On red and amber—clutch down, engage first gear, release catch on hand brake but hold it in position. On green—providing it is safe to proceed, hand brake off, engage clutch. Oh yes, I know you'll be left sitting by all the smart drivers who don't worry about the Highway Code, but remember amber always means stop!

London, S.W.3. G. T. E. G.

40 m.p.h. Average

Possible at 50 m.p.h. Cruising? I cannot pass comment on the economy figures quoted by your correspondent, Flt. Lt. Newbould (10 October); however, I have my grave doubts about his claim to covering 120 miles in 3 hours (regardless of petrol consumption), as he states later in his letter that he cruises at 50 m.p.h.

Personally, cruising a Sunbeam-Talbot at between an indicated 55-60 m.p.h., I find it difficult to achieve 120 miles in 3 hours on our "quiet" Scottish roads, despite the fact that the car's handling qualities under practically all conditions are excellent.

I also find his penultimate paragraph difficult to appreciate: surely he cannot be the invariable "passer" and still require to pull hard over for high speed machinery!

Cupar, Fife. STANLEY BELL.

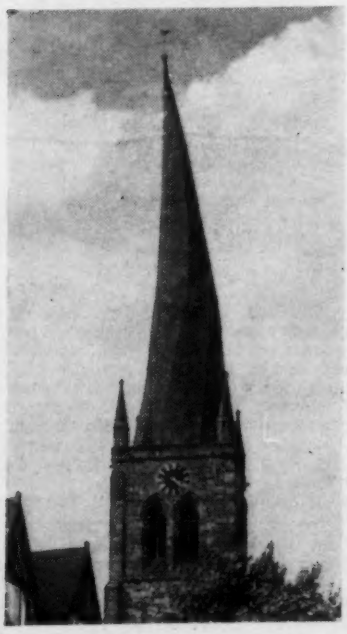
Bigger Tyres

He Made the Change. I read with interest Mr. Elkins' letter concerning the advisability of fitting 5.60×14 tyres to the Riley 1.5 model. As a prospective owner, I felt that both from the angle of appearance and overall weight this model was under-tyred, so on taking delivery I had the 5.00×14 tubeless tyres replaced by 5.60×14 tubed tyres. It was necessary to drill out the rims to take the larger valve size, but this was done satisfactorily and the wheels were afterwards balanced. A regular check is being kept on tyre wear, with inspections at 2,000 miles, and whilst the first inspection was perhaps too early to form a definite conclusion, the report of the specialists who are making these checks definitely indicated that tyre wear was at a lower rate than that normally pertaining to the 5.00×14 tyres fitted as standard to this model, and to the Wolseley 1500. If your correspondent would care to maintain contact with me, I would gladly give him reports of subsequent inspections.

A rough calculation shows that the change-over of tyres gives an approximate 5 per cent increase in road speed, as related to engine r.p.m. I calculate that 1,000 r.p.m. gives approximately 19.25 m.p.h. in top gear, and 14 m.p.h. in third gear. The engine is certainly lively enough to support this change, and I have been surprised at the flexibility of the top-gear performance in view of its 3.73 to 1 ratio. The road speed indicator is now, to the best of my knowledge, reading approximately 2 per cent slow and a careful road check on the mileage indicator indicates that the recorded mileage is between 4 and 4½ per cent less than the actual.

The tyres are being run at a pressure of 26 lb sq in, which is, perhaps, rather higher than normal, but which in practice gives a very comfortable ride.

Tanworth-in-Arden, Warwickshire. J. S. GIBBS.



FAMOUS landmark is the twisted spire of Chesterfield Church, in Derbyshire — a 14th-century reminder of the consequences of using unseasoned timber

Road Tests

Dampers and Head Lamps. Your Road Test reports often state that inward inclination of the upper ends of telescopic rear dampers has the effect of reducing roll. Since the travel of an inclined damper under a given deflection of the spring would be less than the travel of a similar, vertically mounted damper, I would have thought that this arrangement would have the opposite effect to that which you mention, though I do not doubt that there are other good reasons for mounting dampers in this manner.

Another query: Why do you use space in describing the performance of head lamps of individual cars if, as I believe to be the case, the "light units" of all British quantity-produced cars are all of the same make, and are one of only two types? The lamp maker would probably claim that the standard type is suitable for cars having a maximum speed of up to, say, 75 m.p.h. and that the other type should be fitted to faster cars. If you agree with the makers in these terms, what more is there to be said?

Sanderstead, Surrey. L. S. LOVEL.

[Although inclined dampers fitted to rear axles have reduced travel for parallel axle movements, effective travel is greater when only one side of the axle is lifted. Therefore, some roll resistance during cornering is obtained from the outer damper. As to head lamps, many tests cover cars made in other countries—in particular Germany, France, Italy and U.S.A.—and in addition to the two types of lamps you mention, some have the Lucas Le Mans lamps. There are also other minor factors affecting the actual value of any set of lamps to the driver of a particular car. The range of lamps of which experience is had in Road Tests is so wide that we feel the best course is to describe the performance on each car. It is worth adding that our many overseas readers are not so well versed in British lamps as we are in their country of origin.—ED.]

Name for a New Motor Road

"Freeways" in Keeping with their Purpose. I could not help but add my agreement to The Scribe's comments (26 September) regarding a most appropriate and/or colourful name for the motor ways now abuilding in Great Britain. Here in America we sometimes refer to these roads as freeways, since their main purpose is to permit traffic to move more freely—that is, without the necessity of stopping for traffic lights, intersections, and the like.

Admittedly, it is not as colourful a name as *Autobahn* or *Autostrada*, but more in keeping, I think, with the purpose of these modern roads.

Waterbury, Connecticut, U.S.A. J. M. CUDDY.

One-pedal Car

Tried and Approved. I was interested to read Mr. C. Hayward's letter (10 October) about a one-pedal car, because in 1953 I fitted to the car I was then running a device very similar to the one he advocates. It consisted of an organ-type pedal hinged in the middle and with a heel rest, mounted on top of the existing brake pedal, from which the normal foot pad had been removed. Depression of the toe actuated the accelerator and pressing the whole assembly down applied the brake. I incorporated an electrical cut-out which disconnected the accelerator when the brake was applied, as I thought that without some safeguard such as this there would be a tendency to race the engine. In practice, however, this was found unnecessary, as the natural instinct when braking was for the heel to go down and the toe to come up.

I patented the device and after trying it for several months during which my wife and I found it quite convenient to operate, decided to write to various car manufacturers to see if they considered it a commercial proposition, but their replies rather disillusioned me. Two thanked me for bringing it to their attention but didn't think it was a proposition, two told me that they first saw a similar device about tweny-five years ago, and a fifth considered that it could even be dangerous, as people were so used to a separate brake and accelerator. A sadder and wiser man, I decided to go no further with it. I left it on the car

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until I disposed of it, whereupon I restored the pedals to normal. I still think it had possibilities, however, and if any of your readers would like details of it, I should be happy to pass them on.

Cheadle Hulme, Cheshire. GEOFFREY P. HOULT.

Accent on Skill

Dangers of Easier Driving. Apprehensively there is noticed a slight increase in the ranks of the auto-control adherents, and one can but conjecture on the outcome. Most drivers worthy of the label consider skill as the fundamental requisite at all times. This skill, besides including manipulation of controls, embraces mental concentration, anticipation and courtesy—in other words "road sense." The heavy work in driving is in these latter three, and not in the 10 or 20 lb pressure on a pedal or the mental timing of hand and foot.

Therefore, with due consideration of the opinions of Mr. C. Hayward (10 October) I must lodge my protest that the elimination of pedals, and the like, does not, in fact, "remove the hard work from driving."

To misguide ourselves that a single pedal control or any similar arrangement does actually alleviate the road users' task is to lead to the relaxing of the fundamental trio of true driving. The withdrawal of requisite skill can mean only the lowering of standards and this, coupled with our human failing of "given an inch, we take a mile," breeds a false sense of security and a false "improvement" in our ability; thus we bask in the reflected glory of a robot-actuated gear change.

Sutton Coldfield,
Warwickshire. RICHARD T. HUSSEY.

Molybdenum Disulphide

Engine Wear—A Test. Recently there have been several statements in the motoring Press suggesting that molybdenum disulphide additions to motor engine lubricating oils result in the formation of an abrasive oxide, with consequent excessive top cylinder wear, particularly of exhaust valves. The writer has had the engine of his M.G. Magnette—which has run for 36,000 miles lubricated, since delivery, with oil containing molybdenum disulphide additions in the generally recommended proportions—taken down and examined by an independent source. The result of the examination has shown that the engine is in very good condition, with general wear less than usual. In particular the wear of the exhaust valve stems varied from 0.0001in to 0.0002in, while the guide wear was negligible.

Samples of whitish deposit were scraped from the exhaust valves and our own analysis has shown that these consisted essentially of lead compounds (derived from fuel); the molybdenum content was under 0.01 per cent. We feel that these observations should dispel fears that molybdenum disulphide additions to engine oils promote rather than inhibit wear.

G. J. VINEALL,
Swillington, Leeds. Technical Director, Rocol, Ltd.

DRIVING ON THE MOTORWAYS

Ideas from Canada. I wonder if it is really necessary to be so pessimistic about the accident rate on our new bits of motorway as The Scribe professes himself and his serious motoring acquaintances to be. I pile up around 18-20,000 miles per annum in this country, and have just returned from a couple of months in Ontario, during which I passed their driving test for a chauffeur's licence and covered around 600 miles a week. I think this puts me in the "serious" category. I am also a member of the Institute of Advanced Motorists, so perhaps I can make a reasonable judgment of motoring and road users.

Continued repetition of the inference that the trunk lorry driver and coach driver are the acme of road manners in this country has worn a little thin since the abolition of the 20 m.p.h. limit. Coach drivers as such never were very high in my estimation as mannerly people on the road, but the trunk lorry drivers were. Now, however, the knight of the road's reputation is rather tarnished. Since the speed limit was raised to 30 m.p.h. for the heavies, there has been a progressive deterioration in their road manners. I don't think this is all their fault, since they are probably much too busy keeping their badly sprung monsters on the road to worry about what is behind, and they seem to find it impossible, on the whole, to keep in their lanes nowadays. Driving fast along A1, A5 and A6 is no longer a pleasure, as it was until the limit was raised. The only class of drivers who have retained and continue to improve their already very high standard of road courtesy are the long-distance express busmen—those men who drive to a schedule between our cities along the main trunk roads. We can all learn from them.

The answer to this is quite simple, though perhaps difficult of execution. I have no aspiration to become a professional foreigner, but some things can be imported here with profit from Canada, unlike the "Yield right of way" sign. It is a salutary experience, when motoring at 50-55 m.p.h. along the Queen Elizabeth Way, to be passed for the first time by an articulated heavy lorry with trailer, a total of nine axles, length around 70ft, which is doing perhaps 60 m.p.h. One soon becomes accustomed to it, but the high speeds achieved and maintained by these trucks in complete safety is possible only because of the magnificent suspension and high standard of driver comfort in them. Our manufacturers must rethink their attitude to both.

In my time in Ontario I did not once see an unladen articulated heavy bouncing so much at the tail end—at 50-60 m.p.h.—that the rear tyres left the road, this on all types of surface from smooth asphalt on QEW and 400 and 401, to main roads with waterbound or oilbound macadam surfaces which were so bad that not many of our very worst farm tracks are comparable. Yet it is a common sight on any of our trunk roads today.

Suspension and driver comfort over there are at least the equal of those of their cars, and since I saw one or two of them manufactured by British firms, it is obvious that our people can do it. I wonder when they propose to begin to do it for home consumption? Given good suspension and comfort, our trunkers will be able to travel just as fast and just as safely as their north American equivalent, and we could abolish the differential speed limits on our little bits of motorway and import the most important thing.

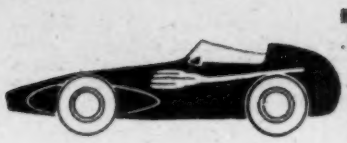
Police patrols over there are not only empowered to give tickets to those who exceed the speed limit—this is done sparingly, as their main interest is to keep the traffic moving—but also to those who hold up traffic by travelling too slowly, straddling the lane lines, or changing lanes without first ensuring that the lane they are entering is clear for them. If our police were encouraged to keep the traffic moving in this way, the Old Heaps and Locals would be dealt with effectively and painlessly. In any case, if the motorways are to be real motor roads, there must be severely restricted access, which should deal effectively with the Locals, and if the traffic is kept moving and allowed to stop only at specified points, the Old Heaps will soon expire.

I do hope that soon the Highway Code will be thrown out, and a completely new Road Users' Handbook written by the R.A.C. Competitions Division, in collaboration with the Institute of Advanced Motorists and the Police Driving School at Hendon. The A.A. and R.A.C. ordinary membership divisions should be kept out of it—they have to please too many people—and the Ministry men should stay away; the result of their labours is too obvious. The present hand-signalling systems in this country—and the people who "flip" or "flick" their automatics—are a deadly danger to a high-speed traffic stream, and the sooner such practices are abolished the better. In case someone quotes the accident rate in Ontario, I think I should say that a high percentage occurs at main road and railway level crossings—a type of accident very rare in this country.

A new road sign is mushrooming now—"Give way to traffic from the right." I wonder how our old breed of professional foreigners has managed to become so influential that we are having the continental Rule of the Right forced on us? This is perhaps satisfactory on the continent, though even there it is subject to many modifications. It has no place here at all, if only because we drive on the other side of the road. If we must have a rule it should be, in logic, transposed to our side, to become the Rule of the Left. These signs are dangerous because unexpected by most of us, and I trust they will be removed soon. If Authority is not prepared to make up its mind and erect major road signs, or make roundabouts big enough not to impede traffic flow, then one more sign—if we must have one—could be imported from North America. There they have one which says "Merge"—indicating quite clearly that you take your turn, and since most of us do so anyway, I can see little need for it.

In 23 years of driving I have always slipped my clutch on up-gradients at traffic lights and Halt signs. I have never burned out a clutch, and whatever may be the attitude of the Examiner quoted (17 October), the instructor is turning out far more competent drivers than usual by teaching this method More power to his elbow!

Great Yarmouth, Norfolk P. L. MCCALLION.



The Sport

BY PETER GARNIER

You have been sitting too long here doing no good. Depart, I say, and let us have done with you. In the name of God . . . go.

THESE HISTORIC words of Cromwell, when he addressed the Long Parliament at what has proved to be an important point in the history of this country, could well be applied to the International Sporting Committee (the C.S.I.) of the F.I.A. for, indeed, at this moment motor racing is passing through a very critical phase.

From time to time, this journal has criticized the unwieldy working of this controlling body, the last summary *A Grinding Halt?* being published on 29 August this year, and quoted freely in the foreign Press. A new Grand Prix formula I has been under discussion for some time without any conclusions being reached, and as a result of the efforts of Lord Howe and Dean Delamont of the R.A.C., a final meeting to arrive at conclusions on this matter was held in London on 28 and 29 October. According to the constitution of the F.I.A., the C.S.I. is normally empowered only to make suggestions which have, subsequently, to be ratified by the F.I.A. itself. In this case, however, the F.I.A. authorized the C.S.I. to make the decision, and no further ratification is required.

M. Augustine Perouse, the 74-year-old president (representing France), was in the chair, and other countries represented were Great Britain, Germany, Italy, U.S.A., Holland, Belgium and Monaco. Leading the British delegation were Lord Howe and Dean Delamont; Switzerland, Mexico, Sweden and Portugal did not send representatives.

It was arranged by the R.A.C. that three racing drivers, Mike Hawthorn, the World Champion, Stirling Moss, the runner-up, and Maurice Trintignant, would give the committee their views on the current formula, particularly as to whether or not present-day Grand Prix racing was becoming unsafe. It is known that they were unanimously in favour of continuing the current formula. Also appearing before the committee was Tony Vandervell, whose Vanwall had obtained for him the formula I Constructors' Championship this year, and John Cooper, of Cooper Cars, who similarly had received the award for the formula 2 Championship. They, too, favoured the continuation of the current formula.

Enzo Ferrari had been invited to attend, but instead he sent an opinion in writing which favoured the use of 3-litre cars designed specifically for such circuits as Monza, Indianapolis, and a selected few of the faster European road circuits; the idea behind this was to arouse American interest in European racing. In addition, he put forward a suggestion for a secondary, 2-litre class for cars with 2-seater bodies.

The minutes of the C.S.I. meetings are, of course *sub judice*, but it is known that on the first vote taken (which was for the continuation of the present formula) only Great Britain, Italy and the U.S.A. voted in favour. It is apparent that the Continental representatives, particularly France and Germany, had arrived in London determined, as a *fait accompli*, that from 1961 onwards, the formula should be 1½-litre, unsupercharged.

On the evening of Wednesday the 29th presentations were made to Mike Hawthorn, the new World Champion. This was the first time that a Britisher has achieved this honour, and in addition to the cup presented by the F.I.A., he received a plaque of honour from the R.A.C. G. A. Vandervell received a cup as the most successful constructor of formula I cars for 1958, and Charles Cooper (on behalf of Cooper Cars), a similar award for formula 2.

After this historic occasion, the storm really broke, when Pat Gregory, of the R.A.C., made the announcement that, from 1 January 1961, the new Grand Prix formula 1 was to be identical with the present formula 2 (1½-litres), without supercharger. This announcement was greeted by a complete hush—and then cries of "shame," and unrestrained, prolonged booing. The general feeling was that the decision was aimed largely at putting an end to the present British supremacy—and that a step had been taken that could well result in the demise of Grand Prix racing.

The full text issued by the C.S.I. is as follows:—

"From 1 January, 1961, formula 1 will be for cars with a maximum cylinder capacity of 1,500 c.c. unsupercharged, and a minimum capacity of 1,300 c.c. unsupercharged, running on commercial fuel.

"A number of devices aimed at increasing safety and restricting the performance of the cars will also be compulsory. These are: 1, an anti-roll bar; 2, an automatic starter; 3, a double system of braking—one working on all four *wheels* and an emergency system working on at least the two front wheels; 4, no replenishing of lubricant to be allowed during the race; 5, safety-type fuel tanks; 6, the driver's cockpit to be open and all wheels exposed; 7, cars to have a minimum weight, including lubricant and coolant, but without fuel, of 500kg—1,102 lb or 9.83cwt, this weight not to be made up by ballast."

It is obvious that the details of these proposals have still to be finalized, for in their present form they are nebulous, particularly the specification regarding fuel—what does "commercial fuel" mean? Presumably there is to be some change from the present 100-130 p.n. aviation spirit, but no alternative octane rating is specified.

Referring to the subsidiary regulations on safety, some of these are commendable irrespective of any formula change; others will need clarification. An anti-roll bar, or more precisely an anti-crash bar in the form of a hoop above the driver's headrest, is a sensible addition, for on occasions it must contribute to safety and would not be a handicap in any circumstances. An automatic starter presumably refers to a means of starting the engine without external assistance, and could be the present electrical type of starter with a battery attached to the car, or alternatively, could be a cartridge type as fitted to certain aircraft engines. Carrying a battery is hardly likely to contribute to safety, for in certain circumstances the leads could short and be the means of starting a fire.

Much clarification is required on the braking system regulation. Presumably it is aimed at making twin master cylinders compulsory, so that if a pipe breaks on the front or rear wheel line, the other half of the system remains, but this would not guarantee the emergency system always working on the front wheels. Again, it may be that they have in mind the hand-brake working on the front wheels—difficult to devise with a mechanical system. The ban on replenishing oil during the race is to be commended, for, if an engine is using a lot, from whatever cause, then, more than likely, it is being deposited on the road surface, and such a regulation would reduce one of the greatest hazards facing the driver.

"Safety-type fuel tank" undoubtedly refers to the bag-type as used on aircraft, and also for several years by Jaguars. Past experience has shown these to be an important contribution to safety in the event of a crash, for there have been many instances where the outer tank has been split and yet the inner bags have remained unpunctured. No one could quarrel with this requirement.

It is not clear from the regulations concerning an open cockpit as to what may eventually be specified. It is certain, however, that the bubble-type used experimentally in practice by Stirling Moss on one of the Vanwalls during the Italian Grand Prix at Monza this year will not be allowed from 1961 onwards. It may be that the C.S.I. is thinking of devising regulations to prevent the use of closely shrouded cockpits with wrapped-round fairings, as evolved by Colin Chapman for the Lotus.

It is a complete fallacy to assume that the new regulations relating to minimum weight will improve safety; to make a car heavier does not make it safer. A light car does not leave the road quicker when the driver has run into trouble; and a heavier car is more difficult to steer out of trouble because it is less responsive to handling—and it is also harder to stop.

If the manufacturers accept and support the new formula it may well turn out to be one of the most expensive ever conceived. Within the weight limits imposed there is ample scope for the use of multi-cylinder engines. No specific limits have been laid down by the C.S.I. for chassis weight or design, so that it will be possible to retain the present light-weight units employed by Cooper and Lotus, and power them with vee-12 or vee-16-cylinder engines weighing as much as 500 lb—and still keep the cars around the limiting minimum of 500kg. It is hard to see just how, in view of the foregoing, increased safety is to be achieved.

If a constructor seriously prepares a car for this new formula he will be forced into the position of designing such a multi-cylinder unit. Thus, not only will the undertaking be prohibitively expensive, but it will also need a transmission with at least a five-speed—and more prob-

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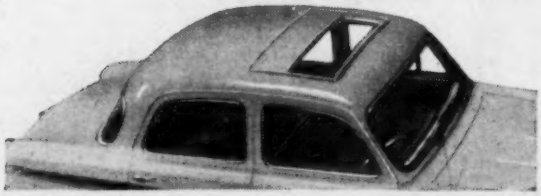

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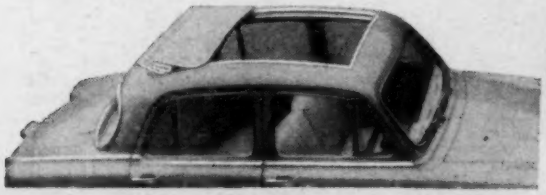

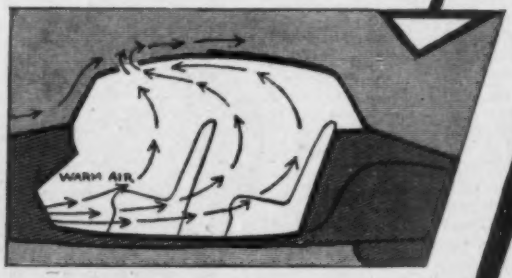

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PROUD MOMENTS: M. Perouse, president of the C.S.I., presents to Tony Vandervell the Formula 1 Constructors Championship trophy. Right: Mike Hawthorn, winner of the World Championship, Stirling Moss, loser by one point, and Tony Vandervell

THE SPORT . . .

ably a six-speed—gear box, in order to keep to the useful power range which is certain to occur over a very narrow band of engine speed.

So far as English constructors are concerned, it is unlikely that any of them can contemplate the building of such special units, for they could have no commercial application. Thus, it is hardly likely that a firm like Coventry Climax could continue to supply units to firms such as Lotus and Cooper, and presumably it would be beyond the resources of Mr. Vandervell to produce an engine.

If new engines of this type are not built, then the spectacle of Grand Prix racing is destroyed. By spectacle it is not meant to infer a series of accidents; what the public needs for its entertainment is an impression of power and noise (which are not possessed by small cars) and the skill exhibited by the top-line drivers in using fast, sizeable machinery.

At the same time that these new regulations were fixed a sub-committee was set up to cater for events with racing cars of greater performance. This sub-committee consists of delegates from Britain, Italy and the U.S.A., who will examine a formula of three litres' capacity by which it is hoped to strengthen the co-operation between America and Europe; many well-informed people consider that the future prosperity of Grand Prix racing can result only from bringing the U.S.A. into the European scene. It is equally certain that the Americans are not in the slightest degree interested in a 1½-litre formula. One can understand, however, Italian enthusiasm for a 3-litre formula now that the expensive banked circuit at Monza is used for only one race a year.

What the outcome of the present far-reaching fracas will be is difficult to foresee. The F.I.A. should, however, be in no doubt whatever, by the time these words see print, of the outcry against the C.S.I.'s decision. Presumably, as the overruling authority, they still retain power to rescind the decision. The attempt to justify it on the grounds of safety is, of course, completely invalid; despite the three fatal accidents this season, Grand Prix racing is, by common consent—and by its record through the years—far and away the safest. And it is beyond belief that at the same time as they introduce so-called safety precautions into G.P. racing, the F.I.A. should turn a blind eye to such events as Le Mans, where the speed differential between the slower and faster cars for years has been a source of worry to all concerned—notably the drivers themselves. What, then, is the motive?

There are historical precedents of F.I.A. rulings being ignored; the first that comes to mind is when, in 1952 and 1953, race organizers chose to run World Championship events to the existing formula 2 of two litres, unsupercharged. If the F.I.A. adheres to its present ruling, there is nothing to stop race organizers from continuing to run events to the existing formula; they may well be compelled to through lack of cars complying with the new ruling. However, a nebulous prospect of this sort will not encourage manufacturers to continue to develop the existing cars—nor, if a splinter movement grew up, would it strengthen the already tottering authority of the governing body of International motor sport.

What the Constructors Think

G. A. Vandervell, who has already suffered at the hands of the C.S.I. when they made a last-minute decision to change to hydrocarbon fuels at the beginning of this season, considers that this latest decision does not give sufficient consideration to the manufacturers' views; it is not improbable that he will continue with his present cars for the next two years and then, when the new formula comes into effect, retire altogether from racing.

Raymond Mays, speaking on behalf of the B.R.M. concern, says that it is the biggest blow ever dealt to Grand Prix racing. It eliminates ingenuity in chassis design, and would be prohibitively expensive if engines with a large number of small cylinders were built; this will be necessary to maintain the race speeds which the public expects to see. Equally important, he considers, the method of voting on the C.S.I. should be changed. Those nations with active Grand Prix cars, first-class drivers, and races, should have more power than those not similarly placed. Quoting Switzerland as an example where no cars are produced, no drivers exist, and where all racing has been banned, he says such countries should resign from the C.S.I.

David Brown says: "In view of the extraordinary decision reached at the meeting of the C.S.I. in London, the whole question of our participation in formula 1 racing now, and in the future, must come up for reconsideration. We have no thought or intention of building a 1½-litre car, which would not be in line with our present engineering policy, and which would not, in my view, be for the ultimate good of motor racing. It does appear to me to be an extraordinary situation when decisions of this kind can be reached in complete opposition to the views of the only countries interested in building racing cars."

John Cooper feels that, with the present set-up, the 1,500 c.c. formula 2 serves as a stepping stone from the formula 3 and 1,100 c.c. sports car class to full, 2½-litre formula 1 racing. To upgrade formula 2 to formula 1 would mean that championship-class drivers were moved down to the intermediate level—which is obviously wrong—and that there would not, then, be any intermediate training category.

Whatever the engine size, corners can be taken by top-line drivers at the limiting speed for the particular corner; to reduce the formula to 1,500 c.c. will not reduce cornering speeds, and consequently will not make Grand Prix racing safer. When the new formula comes into effect there will still be the hard core of top-line drivers—but added to them will be a whole lot of men who have not graduated from a smaller formula, but who have owned formula 2 cars and suddenly found themselves qualifying as "Grand Prix" drivers; a dangerous situation could arise from this.

He disagrees with the automatic starter rule; a battery in a G.P. car would make things much more dangerous because of the increased risk of fire. The most dangerous race in the world is Le Mans, which has fast and slow cars, good and less skilled drivers, night and day racing in darkness, fog and mist, at speeds of nearly 200 m.p.h. with the faster cars; how can a country that advocates this sort of thing talk about safety in an already relatively safe class?

Colin Chapman, speaking for Lotus, considers a minimum weight limit to be a thoroughly retrograde step, for it does not allow ingenuity in chassis design. He is forced to depend on outside engine suppliers, who will find it difficult to compete in the horsepower race; a multi-cylinder engine has no commercial applications and, therefore, is unlikely to be produced.

. . . those are the views of the manufacturers upon whom the F.I.A. is depending to produce the great majority of cars that will compete in the new formula. The F.I.A. should take to heart these views; they indicate complete disapproval, and suggest that, so far as Grand Prix racing is concerned, the C.S.I.'s chief purpose in life may have ceased to exist by 31 December, 1960.

The Sport

AT THE North British Station Hotel, Edinburgh, on Thursday, 20 November, David Murray will show his film "The Ecurie Ecosse Story." It tells, in colour, of the exploits of this famous *équipe* on the circuits of Europe and North and South America during the years 1952 to 1958. Tickets for admission are available to members of the Ecurie Ecosse Association free of charge from 8, Merchiston Mews, Edinburgh.

NANCY MITCHELL writes to say that she and Anne Hall have paired up to drive for Ford in the coming rally season. It will not be a case of No. 1 and No. 2 driver—they will share the work, taking it in turn to be the entrant (first driver). This will give added strength to the Coupe des Dames side of the Ford works team—Nancy Mitchell having already won the women's Championship in 1956 and 1957.

OMITTED FROM the R.A.C.'s list of National Open dates for 1958—Bugatti Owners' Club: Prescott: 3 May and 13 September.

INSTEAD OF January, which has been the month for the O.R.M.A. Annual Film Show for some years past, this function (at the Town Hall, Kensington, London, W.8) will be held on Tuesday, 25 November. The programme is to take a slightly different form from usual, the first half being devoted to motor-racing films, and the second to a Brains Trust.

Donald McCullogh will be in the chair, as Question Master, and the Panel will consist of Laurence Pomeroy, Peter Berthon and Tony Rudd, on the technical side, and Ron Flockhart, Roy Salvadori and Jack Fairman, representing the drivers.

Tickets can be obtained from O.R.M.A., P.O. Box 323, Kent House, Market Place, Oxford Circus, London, W.1. Doors will open at 7.15 p.m., and the first film will start at 8 p.m.

MASERATI has been testing a prototype convertible two-seater sports car: the engine is a twin-o.h.c. four-cylinder unit, developing around 110 b.h.p. and giving a claimed top speed of 115 m.p.h. The gear box has synchromesh on all four forward speeds. Scuderia Centro-Sud has ordered a new G.P. Maserati of the 1959 lightweight type that first appeared at Spa this year, and was subsequently driven by Fangio at Rheims.

PLANS ARE AFOOT to restage the South African Grand Prix at East London, either at the end of next season or early in 1960; the race was last held some 20 years ago. Had it not been for insurmountable difficulties in using the pre-war Prince George circuit, it would have been resumed after the war; however, the organizers (the South African Grand Prix Organizers, P.O. Box 926, East London, Cape, South Africa) have now succeeded in finding a site for an alternative road circuit, which is to be 2¼ miles in length.

THAT RIVERSIDE race—the U.S. Grand Prix for Sports Cars—in which, you will recall, Stirling Moss was prevented from driving by the Casablanca organizers, has proved costly for Jean Behra (Porsche, in this event), who took part without the necessary authority. The C.S.I. decided to impose a fine and to suspend his competition licence for six months should the offence be repeated. At the same time, the promoters of the race were fined 1,000 dollars for accepting the entry of a Grade 1 driver in an event of less than International status.

The following drivers were listed as being able to compete outside their own countries only in International events: Hawthorn, Moss, Brooks, Brabham, Allison, Salvadori, Flockhart and Hill (Great Britain); Behra and Trintignant (France); P. Hill, Gregory, Shelby and Schell (U.S.A.); Gendebien (Belgium); Bonnier (Sweden); von Trips (Germany); Fangio (Argentina).

AS AN OPPORTUNITY to let the hair down at the end of the Show, the M.G. Car Club's dinner and dance at the Hyde Park Hotel last Friday was, as always, a huge success. The Nuffield Gold Cup nearly suffered dissection as it was presented jointly to the Midland and North-Western centres by Mrs. John Thornley, wife of the Club chairman.

Marcus Chambers, B.M.C. competitions manager, had every right to look pleased with himself when European rally champions Pat Moss and Anne Wisdom sampled the contents of the Gold Cup. The brief speech-making was rounded off by George Eyston, who had everyone on their feet with a toast to John Thornley.

THE B.R.S.C.C., in the absence of any ruling from the C.S.I. (who have other, more pressing, business just now), has decided that in future all Norton-engined formula 3 cars entered at B.R.S.C.C. meetings must run on premium grade pump fuel. For the time being, competitors with J.A.P.-engined machines, who are unable to convert their engines to run on petrol, will be allowed to run on alcohol against petrol-engined Nortons. It is hoped, the B.R.S.C.C. says, that at the next meeting, in January, the delegates will find time to discuss this important question, upon which hangs the fate of formula 3 in this country. The two major fuel companies have indicated a willingness to continue to support this formula—providing a change is made to pump fuel.

As in previous years, the Club will be running the midnight film show—at the Odeon Theatre, Leicester Square, on Friday, 21 November.

LAST SUNDAY, at the invitation of the Automobile Club de l'Ouest, Jean Behra took a B.R.M. over to Le Mans to have a go at beating Mike Hawthorn's existing lap record of 3min 59.6sec (125.67 m.p.h.) set up with a 4,023 c.c. Ferrari last year. The motive behind the exercise was that Behra, in bettering the lap record, might at the same time demonstrate that for a Grand Prix car Le Mans is the fastest circuit in Europe—and thereby, one suspects, provide the A.C.O. with a lever with which to try to get the French G.P. moved to Le Mans for 1959.

Unfortunately, the same rain that damped this country so thoroughly also damped Behra's attempt at the lap record; his best time was actually lower than Hawthorn's in the Ferrari. One wonders, in the light of the present heated discussions on the subject of race safety, whether perhaps the A.C.O. has seen the writing on the wall.

THE B.R.D.C. Dinner and Dance, which is, of course, for members only, will be at the Dorchester Hotel, London, on Friday, 5 December; starting time, 7.30 for 8 p.m. Tickets cost £3 3s (double, £6 6s).

ONE OF THE beautiful 250 GT Ferraris on Mike Hawthorn's stand at the Earls Court show has been bought by Tommy Sopwith.

COMING SHORTLY

NOVEMBER 8.—Old Merchant Taylors M.C. Fireworks rally.
8.—East Surrey M.C. Rocket Rally from Water Mill, Burgh Heath, 8 p.m.
8.—Lagonda Club rally, Brimpton Grange, Milton Common, Oxfordshire, 1.30 p.m.
8-9.—Forces M.C. Cotswold Rally, Cross Hands Hotel, Old Sodbury, Gloucestershire, 10 p.m.
8-9.—North Wales C.C., Cambrian Rally from Llandudno, Warrington and Shrewsbury.
8-9.—Maidstone and Mid-Kent M.C. night navigation rally, Tudor House Hotel, Bearsted, near Maidstone, 9.1 p.m.
8-9.—Leeds University M.C. night rally, Ringways Road House, Whitehall Road, Leeds 12, and Edward Bullough, Ltd., Manchester Road, Bolton, 9.1 p.m.
8-9.—Plymouth M.C. Mancunian Rally, Turnbulls Garage, Ltd., Breton Side, Plymouth, 11 p.m.
9.—Fiat C.C. Treasure Hunt, Red Lion Hotel, Bakewell, 12 p.m.
9.—Stockport M.C. Revenge Rally, Fiveways Hotel, Macclesfield Road, Hazel Grove, 10 p.m.
9.—Hants & Berks M.C. Exercise Sunday, Beach Arms Hotel, Oakley, near Basingstoke, noon.
9.—North Midland M.C. Autumn Sporting Trial from The Miners' Standard, Winster, Derbyshire, 10.30 a.m.
9.—Harrow C.C. Cottingham Memorial Autocross, Colne Park, Essex.
9.—Midlands M.C. Miniature Rally, Lickey Hills Car Park, 11 a.m.
9.—Chiltern C.C. Hills Trial, Warren's Sand Pit on North Orbital road, 11 a.m.
11.—Herts County Auto and Aero Club Autumn rally, The Pool House, Kimpton, Hertfordshire, 7 p.m.
12.—North Staffs M.C. evening rally, Trentham Hotel, 7 p.m.
15.—Bristol M.C. and L.C.C. Roy Feddon Trophy Trial, Lulsgate Airport, 10.30 a.m.
15-16.—Anglia and Prefect Owners' Club night navigation rally, Wheatsheaf filling station, Virginia Water, 9.01 p.m.
15-16.—Margate and District C.C. Ramsgate Autumn Rally, Royal Oak, Wrotham Heath, Kent, 10.30 p.m.
15-16.—750 M.C. Special Series Night Rally from Stokenchurch.
15-16.—S.U.N.B.A.C. and B.A.R.C. (Yorks) Airline Rally, New Inns Hotel, Alsopen-le-Dale, on A515, 10.01 p.m.
16.—Circle C.C. annual rally from Anglers' Hotel, Egham, 11 a.m.
16.—Yorkshire S.C.C. Pennine Trophy Trial, Pack Horse Hotel, Southowram, near Halifax, 10.30 a.m.
16.—Crittall C.C. Novices' Rally. Details D. Murphy, 5, London Road, Braintree.
18.—Middlesex A.C. Experts' Night Rally, Busy Bee Café on Watford By-pass, 6 p.m.
22.—B.B.C. and London M.C. T.V. Trophy Trial, Wendover, Buckinghamshire.
22-23.—East Surrey M.C. Tini Night Rally, T.A. Headquarters, Marlpit Lane, Coulsdon, Surrey, 8 p.m.
22-23.—Burnham and South Bucks M.C. night rally from Title Row, Maidenhead, Berkshire, 10.31 p.m.
22-23.—Birmingham Y.C. M.C. Midland Rally, Clock Garage, Castle Bromwich, Birmingham, 10.30 p.m.
23.—Leicestershire C.C. John Bull Sporting Trial, Fox and Hounds, Skeffington, near Uppingham, 10.30 a.m.
23.—Romford E.C.C., navigation rally, Romford Town Hall, 10 a.m.
30.—Bexley L.C.C. Witsend Rally, Bull Hotel, Birchwood, Swanley, Kent and Castle Tea Rooms, Nutley, Sussex. 10.01 a.m

RACE AND RALLY REGULATIONS RECEIVED

S.U.N.B.A.C. and B.A.R.C. (Yorkshire).—Airline Rally, 15-16 November, New Inns Hotel, Alsop-en-le-Dale, 10.01 p.m. Entries by 10 November, fee £2 2s per member's car, invited clubs £2 12s 6d, to J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield, Warwickshire.

Newcastle and District M.C.—Hunter Cup rally, 150 miles, and tests. Details from J. H. Lawson, 1, Lovaine Crescent, Newcastle upon Tyne, 1.

Anglia and Prefect O.C.—November night navigation rally, 15-16 November, from Wheatsheaf filling station, Virginia Water, 9.01 p.m. Entries by 7 November, fee £1, team 10s, to J. D. Ellwood, 3, Crescent Place, Brompton Road, S.W.3.

Swansea M.C.—Rally of the Vales, December 6-7 for invited clubs. Start Swansea, Cardiff, Hereford and Cheltenham, 6.30 p.m. Entries by 28 November, fee £3, team entry 5s per car, to D. E. Davis, 348, Gower Road, Sketty, Swansea.

Yorkshire S.C.C.—Pennine Trophy Trial, 16 November, from Pack Horse Hotel, Southowram, near Halifax, 10.30 a.m. Entries by 10 November, fee 10s, to R. J. Wilson, Woodlands, Gildersome, near Leeds.

Denham and South Bucks M.C. and Chiltern C.C.—Pathfinder Rally, 22-23 November, from Title Row, Maidenhead, Berkshire, 10.31 p.m. Entries by 18 November, fee 10s 6d, to R. H. Thirlway, 19, Montagu Road, Datchet, Slough, Buckinghamshire.

Romford E.C.C.—Navigation Rally, 23 November, Romford Town Hall, 10 a.m., for invited clubs. Entries by 15 November, fee 15s, to H. T. Turnell, Chafford Farm House, Aveley Road, Upminster, Essex.

Margate and District C.C.—Ramsgate Autumn Rally, 15-16 November, for invited clubs, from the Royal Oak, Wrotham Heath, Kent, 10.30 p.m. Entries, £1 per car, 15s per team, to J. F. Quartermain, Deepdale, Barn Crescent, Westbrook, Margate, by 11 November.

Sunbeam-Talbot O.C.—Night navigation rally, 29 November, from Hoskins Arms Hotel, Oxted, Surrey 7.30 p.m. Entries, fee 15s, to Secretary, Sunbeam-Talbot Owners' Club (London branch), Ladbroke Hall, Barlby Road, London, W.10, by 21 November.

Crittall C.C.—Novices Rally, 16 November, for gentle introduction to the sport. Regulations from D. Murphy, 5, London Road, Braintree.

Leicestershire C.C.—John Bull Sporting Trial, 23 November, 10.30 a.m., Fox and Hounds, Skeffington, near Uppingham. Entries by 15 November, fee £1, to W. B. Hercock, 14, Hinckley Road, Leicester.

Bexley L.C.C.—Witsend Rally, 30 November, from either Bull Hotel, Birchwood, Swanley, Kent, or Castle Tea Rooms, Nutley, Sussex, at 10.01 a.m. Fee 12s 6d, team entry 10s. Entries to Mrs. H. Kerr, 620, Sidcup Road, S.E.19, by 25 November.

Birmingham Y.C. M.C.—Midland Rally, 22-23 November, from The Clock Garage, Castle Bromwich, Birmingham, 10.30 p.m. Entries by 19 November to P. Lawrence, 90, Croftdown Road, Birmingham 17, fee 3s per person, 10s per team.

Cavendish C.C.—Black Trophy Rally, 29-30 November. 200 mile night event. Details S. F. Kay, 21, Westbrook Drive, Macclesfield.

Morgan 4/4 Club.—Night rally, 29-30 November, for invited clubs. Individual entries £2 10s, £2 for Morgan 4/4 members, £1 1s per team of three cars, to N. B. Jarrett, Hunts (Birmingham), Ltd., 49, Broad Street, Birmingham, by 17 November. Four classes.

Club News

Seven Fifty M.C.—Results of the Blandford speed hill climb on 19 October were as follows:—

Class 1: 1, Austin (D. Richmond); 2, Austin (B Ldr. Gaston). **Class 2:** 1, Ford (N. R. Jones). **Class 3:** 1, LMB Popular (J. Turner); 2, Sunbeam Rapier (G. Hartwell). **Class 4:** 1, Riley-A.C. (A. M. Park); 2, Ford (P. J. Harris). **Class 5:** 1, Simplicity (J. S. French); 2, Austin (L. Rowe). **Class 6:** 1, Mille Cent (F. J. Tiedeman); 2, Lilio (J. R. Burry). **Class 7:** 1, Morris (W. A. Cleave); 2, Kamp Special (W. Camp). **Class 8:** 1, A.C. (T. G. Cunane); 2, Triumph (M. G. Wilshin). **Class 9:** 1, Allard (P. L. Farquharson); 2, Allard Gran Turismo (S. H. Allard). **Class 10:** 1, Vintage Bentley (Harry Rose). **Class 11:** 1, Elva (P. S. Banbury). **Class 12:** 1, Frazer Nash (W. E. Wilks). **Class 14:** 1, Allard (S. H. Allard). **Class 16:** 1, Cooper (E. G. Willmott). **Best time of day:** Cooper (David Good) 29.07 sec. **Second best:** Cooper formula 2 (Patay Burt) 29.32 sec.

Huddersfield M.C.—Final results of the driving tests on 26 October were as follows:—

Best performance—Mitchell Trophy: Turner (J. P. Baldham). **Class 1: first-class award.** Ford (L. Gibson); **second-class award.** Ford (W. Baines). **Class 3: first-class award.** Dellow (S. Hitchen); **second-class award.** MGA (P. G. Paulson). **Class 4: first-class award.** TR3 (D. W. Pearce).

Dowty M.C.—Results of the rally on 18-19 October were:—

Challenge Trophy: Austin A.105 (J. Caswell). **Hunt Challenge Trophy:** Austin A.105 (J. T. W. Amos). **Poplar Trophy:** Triumph TR3 (G. W. Best). **Allen Trophy:** Triumph TR3 (H. J. Liddon; 3, Morris Minor 1,000 (D. E. J. Thompson and J. R. Thomas); 4, Sunbeam Rapier (Miss J. M. Law and I. Hill); 5, Riley 1.5 (E. Clayton and D. J. Andrews). **Tigworth Service Station Trophy:** Morris Minor 1,000 (R. E. Hancock).

Leicestershire C.C.—Results of the hill climb near Uppingham were as follows:—

Best performance: TR3 (E. Hunt). **First-class award.** Ford Popular (N. Leedham). **Second-class award:** M.G. (J. B. Williams). **Special awards:** Renault (A. E. Thompson). TR3 (T. G. Wood.

East Surrey M.C.—Results of the Autumn Rally were:—

1, Jaguar 5.4 (R. H. Drake); 2, Austin A.35 (B. Holmes); 3, Peerless (R. A. Cove). **Novice award:** Morris Minor 1,000 (A. P. Gunner).

London M.C.—Annual dinner and dance, Park Lane Hotel, 14 November. Details, G. Piggott, 1, Ledway Drive, Wembley, Middlesex.

British Trial and Rally Drivers' Association.—Annual dinner, Chateau Impney Hotel, Droitwich, 13 December. Details from Mrs. J. A. Beaumont, Rheda, Pope Lane, Penwotham, Preston.

Lindsey A.C.—Results of the Goathland Rally held on 18-19 October were:—

1, Jaguar 2.4 (R. D. Fenwick) 1 mark lost; 2, Austin A.50 (J. E. Buckley) 5; 3, Ford Anglia (J. C. Robinson) 6.

South Essex M.C.—After 150 miles of difficult navigation the Thurnock Rally on 11-12 October was won by a Ford Zephyr (S. L. Greenfield), with an Austin A.35 (O. S. Whitehead) second and Ford Consul II (A. F. Jappage) third. Eleven of the 18 starters failed to complete the course.

Romford E.C.C.—The results of the driving tests at Warley Barracks, Brentwood, on 19 October were:

Class A: 1, J2 M.G. (S. Carty); **Class B:** 1, Chandler 6 (N. Tyler). **Class C:** 1, TR2 (A. Summerfield). **Class D:** 1, Austin A.35 (F. Lovell). **Class E:** 1, Ford Anglia (P. Arundell). **Class F:** 1, Vauxhall Victor (F. Shaw). **Fastest time of day:** Chandler 6 (N. Tyler) 153.5sec. **Second fastest time of day:** Lotus Mark VI (J. Ellingworth), 165.7 sec.

Liverpool M.C.—Results of the Swan Autocross at Helsby on 19 October were:

Outright winner: M.G. (J. P. Hacking) 1min 56.1sec. **Open. to 1,500 c.c.:** M.G. (J. P. Hacking). **Over 1,500 c.c.:** Triumph (R. Grant). **Closed. to 1,000 c.c.:** Austin (A. H. Hill); 2, Renault (G. T. Irving). **Closed. to 1,300 c.c.:** Fiat (K. Moore); 2, Volkswagen (W. W. Waller). **Closed. to 1,600 c.c.:** Porsche (G Tyrer); 2, Riley (K. James). **Over 1,600 c.c.:** 1, Ford (A. P. Bridge).

Shenstone and District C.C.—Fifty entries were received for the Buxton Rally held on 18 October. The results were:

Buxton Trophy: Vauxhall (R. B. White). **Saloon car group:** 1, Morris (M. Sutcliffe). **Other car group:** 1, Triumph (C. D. Taylor). **Saloon cars to 1,100 c.c.:** Morris (A. H. Gray). **Saloon cars. 1,101 c.c. and over:** 1, Ford (P. Kearland). **Other car classes:** 1, Morgan (B. Harper).

Cemian M.C.—The results of the Chiltern Rally held on 18 October were:

Winning Export: Ford Zodiac (A. J. Range); 2, Wolseley 1,500 (R. Taylor). **Winning Novice:** Austin (Sgt. Aldred).

Warrington and District M.C.—Results of the Roy Emson rally on 18-19 October were:

Roy Emson Memorial Trophy: Sunbeam (C. Bethell). **Best Class D. Silver Cup:** TR3 (R.

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Ace	1,188	0	0	1,783	7	0
Ace-Bristol	1,443	0	0	2,165	17	0
Aceca	1,446	0	0	2,170	7	0
Aceca-Bristol	1,700	0	0	2,551	7	0
ALFA ROMEO						
Giulietta	1,278	0	0	1,918	0	0
Giulietta TI	1,395	0	0	2,093	17	0
Giulietta Veloce	1,798	0	0	2,698	7	0
1900 Super	1,665	0	0	2,498	17	0
Super Sprint	2,250	0	0	3,376	7	0
ALLARD						
Palm Beach (Ford)	1,050	0	0	1,576	7	0
Palm Beach (Jaguar)	1,300	0	0	1,951	7	0
Gran Turismo	1,700	0	0	2,551	7	0
ALVIS						
3-litre	1,995	0	0	2,993	17	0
Convertible	2,195	0	0	3,293	17	0
AMBASSADOR						
Super 4-door	1,630	0	0	2,446	7	0
Estate car	1,725	0	0	2,588	17	0
Custom 4-door	1,700	0	0	2,551	7	0
Country estate car	1,795	0	0	2,693	17	0
ARMSTRONG SIDDELEY						
Sapphire 346	1,100	0	0	1,651	7	0
(automatic)	1,195	0	0	1,793	17	0
Star Sapphire	1,763	0	0	2,645	17	0
Sapphire 346limousine	1,910	0	0	2,866	7	0
(automatic)	2,099	0	0	3,149	17	0
ASTON MARTIN						
DB Mk. III	2,050	0	0	3,076	7	0
Convertible	2,300	0	0	3,451	7	0
DB4	2,650	0	0	3,976	7	0
ASTRA						
Utility	308	0	0	471	16	0
AUSTIN						
A.35 2-door	379	0	0	569	17	0
2-door de luxe	387	15	0	582	19	6
A.35 4-door	396	10	0	596	2	0
4-door de luxe	400	0	0	601	7	0
Countryman	444	0	0	667	7	0
A.40	450	0	0	676	7	0
A.40 *de luxe*	458	10	0	689	2	0
A.55 Cambridge	538	0	0	808	7	0
A.55 *de luxe*	570	0	0	856	7	0
A.95 Westminster	689	0	0	1,034	17	0
A.95 *de luxe*	719	0	0	1,079	17	0
Countryman	834	0	0	1,252	7	0
A.105	823	0	0	1,235	17	0
(automatic)	885	10	0	1,329	12	0
Vanden Plas	982	10	0	1,475	2	0
(automatic)	1,045	0	0	1,568	17	0
Gipsy	650	0	0	650	0	0
(diesel)	755	0	0	755	0	0
AUSTIN-HEALEY						
Sprite	445	0	0	686	17	0
100-Six	817	0	0	1,226	17	0
BENTLEY						
Series S	3,695	0	0	5,542	17	0
L.W.B.	4,595	0	0	6 890	17	0
Hooper	5,090	0	0	7,636	7	0
H. J. Mulliner	5,455	0	0	8,183	17	0
James Young	4,990	0	0	7,486	7	0
Continental						
H. J. Mulliner 2-door	5,275	0	0	7,913	17	0
Four-door	5,355	0	0	8,033	17	0
Park Ward	4,995	0	0	7,493	17	0
James Young 2-door	5,385	0	0	8,078	17	0
Four-door	5,465	0	0	8,198	17	0
BERKELEY						
Two-seater 328 c.c.	332	7	6	490	18	3
492 c.c. de luxe	432	9	0	650	0	0
Foursome	484	8	0	727	19	0
B.M.W.						
501 2.6	1,638	0	0	2,458	7	0
502 2.6	1,792	0	0	2,678	7	0
502 3.2	1,970	0	0	2,956	7	0
502S 3.2	2,165	0	0	3,248	17	0
503 cabriolet coupé	3,500	0	0	5,251	7	0
507	3,100	0	0	4,651	7	0
BORGWARD						
Isabella	830	0	0	1,245	7	0
Combi estate car	880	0	0	1,321	7	0
Touring sport	950	0	0	1,426	7	0
TS coupé	1,330	0	0	1,996	7	0
BRISTOL						
406	2,995	0	0	4,493	17	0
BUICK						
63 Century	2,175	0	0	3,263	17	0
CADILLAC						
6309 Fleetwood	3,425	0	0	5,138	17	0
6239D sedan de ville	3,125	0	0	4,688	17	0
CHEVROLET						
Bel Air	1,410	0	0	2,116	7	0
Sport	1,440	0	0	2,161	7	0
Convertible	1,555	0	0	2,333	17	0
Nomad estate car	1,500	0	0	2,251	7	0
CHRYSLER						
300C	2,740	0	0	4,111	7	0
Convertible	2,960	0	0	4,441	7	0
Imperial	2,885	0	0	4,238	17	0
Crown	3,045	0	0	4,568	17	0
CITROEN						
2 c.v.	358	0	0	598	7	0
ID19	998	0	0	1,498	7	0
DS19	1,150	0	0	1,726	7	0

	U.K. List £	s	d	With Tax £	s	d
DAIMLER						
One-O-Four	1,595	15	4	2,395	0	0
Majestic	1,662	8	8	2,495	0	0
DK 400A	2,795	14	5	4,195	0	0
DK 400B	2,875	15	4	4,315	0	0
Hooper Limousine	4,385	0	0	6,578	17	0
D.B.						
Rally HBR5	1,299	2	0	1,950	0	0
DELLOW						
Mark VI	575	0	0	862	17	0
D.K.W.						
Fixed-head	765	0	0	1,148	17	0
Four-door	798	0	0	1,198	7	0
Universal estate car	830	0	0	1,246	7	0
1000 fixed-head	850	0	0	1,276	7	0
DODGE						
Custom Royal	2 040	0	0	3,061	7	0
FACEL VEGA						
FVS hardtop	3,150	0	0	4,726	7	0
(automatic)	2,980	0	0	4,471	7	0
FAIRTHORPE						
Atomota	426	0	0	640	7	0
Electron Minor	479	0	0	719	17	0
Electron Mk. II	769	0	0	1,154	17	0
FERRARI						
250 G.T. Coupé	4,200		0	6,469	7	0
FIAT						
500 convertible	370	0	0	556	7	0
600	432	0	0	649	7	0
Convertible	452	0	0	679	7	0
Multipla 4/5	532	0	0	799	7	0
Multipla 6	540	0	0	811	7	0
1100	578	10	0	869	2	0
1100 *Family*	750	0	0	1,126	7	0
1200 *Full light*	79	10	0	1,199	2	0
1400B	774	0	0	1,162	7	0
1900B	980	0	0	1,471	7	0
1900B *Full Light*	1,385	0	0	2,078	17	0
FORD						
Popular	295	0	0	443	17	0
Anglia	380	0	0	571	7	0
Anglia de luxe	400	0	0	601	7	0
Prefect	415	0	0	623	17	0
Prefect de luxe	438	0	0	658	8	0
Escort	434	0	0	652	7	0
Squire	463	0	0	695	17	0
Consul	545	0	0	818	17	0
Consul de luxe	580	0	0	871	7	0
Convertible	660	0	0	991	7	0
Estate car	760	0	0	1,141	7	0
Zephyr	610	0	0	916	7	0
(automatic)	725	0	0	1,088	17	0
Convertible	778	0	0	1,168	7	0
Estate car	825	0	0	1,238	17	0
Zodiac	675	0	0	1,013	17	0
(automatic)	790	0	0	1,187	7	0
Convertible	873	0	0	1,310	17	0
Estate car	895	0	0	1,343	17	0
FORD (Germany)						
12M	702	0	0	1,054	7	0
15M	763	0	0	1,145	17	0
FRAZER NASH						
Sebring	2,500	0	0	3,761	7	0
FRISKY						
Coupé and Sport	332	0	0	499	7	0
GOGGOMOBIL						
Regent 300	329	0	0	494	17	0
Regent 400	342	6	0	514	16	0
Mayfair 300	416	0	0	625	7	0
Convertible	458	0	0	688	17	0
Mayfair 400	428	13	4	644	7	0
Convertible	471	0	0	707	17	0
Royal T.700	473	0	0	710	17	0
HILLMAN						
Minx Special	498	0	0	748	7	0
Minx de luxe	529	0	0	794	17	0
Convertible	598	0	0	898	7	0
Estate car	598	0	0	898	7	0
Husky	465	0	0	698	17	0
HUMBER						
Hawk	840	0	0	1,261	7	0
(automatic)	955	0	0	1,433	17	0
Estate car	975	0	0	1,463	17	0
Touring limousine	920	0	0	1,381	7	0
Super Snipe	995	0	0	1,493	17	0
(automatic)	1,110	0	0	1,666	7	0
Estate car	1,160	0	0	1,741	7	0
Touring limousine	1,095	0	0	1,643	17	0
ISETTA (Gt. Britain)						
300	232	8	5	349	19	6
600	449	0	0	676	0	0
JAGUAR						
2.4	996	0	0	1,495	7	0
(automatic)	1,139	0	0	1,709	17	0
Special equip. mode	1,019	0	0	1,529	17	0
3.4	1,114	0	0	1,672	7	0
(automatic)	1,242	0	0	1,864	7	0
XK150 hardtop	1,175	0	0	1,763	17	0
(automatic)	1,303	0	0	1,955	17	0
Special equip. model	1,292	0	0	1,939	7	0
Convertible	1,195	0	0	1,793	47	0
Mark VII	1,219	0	0	1,829	17	0
(automatic)	1,331	0	0	1,997	17	0
Mark IX	1,329	0	0	1,994	17	0
(automatic)	1,441	0	0	2,162	17	0

NEW CAR PRICES

	U.K. List £	s	d	With Tax £	s	d
JENSEN						
541	1,435	0	0	2,153	17	0
541 *de luxe*	1,750	0	0	2,626	7	0
541 R	1,910	0	0	2,866	7	0
Interceptor	1,800	0	0	2,701	7	0
LANCIA						
Appia Series II	1,125	0	0	1,668	17	0
Aurelia Gran Turismo	2,230	0	0	3,346	7	0
Flaminia	2,500	0	0	3,715	7	0
LLOYD						
LP600	390	0	0	586	7	0
LC600 Cabrio	427	0	0	641	17	0
LS600 Combi	405	0	0	608	17	0
LOTUS						
Seven	690	0	0	1,036	7	0
Elite	1,300	0	0	1,951	7	0
Sports	1,021	0	0	1,511	2	0
Club	1,309	0	0	1,937	7	0
Le Mans 75	1,625	0	0	2,405	4	0
MERCEDES-BENZ						
180	1,195	0	0	1,793	17	0
180D (diesel)	1,295	0	0	1,889	17	0
190	1,250	0	0	1,876	7	0
190SL	1,930	0	0	2,896	7	0
219	1,430	0	0	2,146	7	0
220S	1,595	0	0	2,393	17	0
220SE	1,862	0	0	2,794	7	0
300 (automatic)	2,600	0	0	5,401	7	0
300SL Roadster	3,750	0	0	5,626	7	0
MESSERSCHMITT						
TG 500	435	0	0	651	5	8
METROPOLITAN						
Hardtop	498	10	0	749	2	0
Convertible	516	0	0	775	7	0
M.G.						
MGA	663	0	0	995	17	0
Hardtop	724	0	0	1,087	7	0
Twin Cam MGA	843	0	0	1,265	17	0
Magnette	714	0	0	1,072	7	0
MORGAN						
4/4 2-seater	498	0	0	748	7	0
Competition	550	0	0	826	7	0
Plus 4 (TR) 2-seater	645	0	0	968	17	0
4-seater	660	0	0	991	7	0
Coupé	693	0	0	1,040	17	0
MORRIS						
Minor 1000 2-door	416	0	0	625	7	0
2-door de luxe	433	10	0	651	12	0
4-door	441	0	0	662	17	0
4-door de lux	462	0	0	694	7	0
Tourer	416	0	0	625	7	0
Tourer de luxe	433	0	0	651	12	0
Traveller	471	10	0	708	12	0
Traveller de luxe	488	10	0	734	2	0
Cowley	555	10	0	834	12	0
Oxford III	589	0	0	884	17	0
Traveller	665	0	0	999	17	0
OLDSMOBILE						
88	1,820	0	0	2,731	7	0
Super 88	1,965	0	0	2,948	17	0
98	2,260	0	0	3,391	7	0
OPPERMAN						
Unicar T	283	0	0	425	17	0
Stirling	360	0	0	541	7	0
PANHARD						
Dyna Grand Standing	702	8	8	1,055	0	0
Convertible	1,032	8	8	1,550	0	0
PEERLESS						
G.T. 2-litre	598	0	0	1,493	7	0
PEUGEOT						
203	633	9	1	952	8	2
403	796	2	11	1,195	11	5
Estate car	865	0	0	1,298	17	0
PLYMOUTH						
Savoy Vee-8	1,718	0	0	2,578	7	0
Belvedere convertible	1,790	0	0	2,686	7	0
Savoy Surburban	1,915	0	0	2,773	17	0
Fury	1,890	0	0	2,791	7	0
PONTIAC						
Chieftain Catalina	1,980	0	0	2,971	7	0
Bonneville Custom	2,300	0	0	3,461	7	0
Super Chief Catalina	2,040	0	0	3,061	7	0
Star Chief Catalina	2,150	0	0	3,226	7	0
PORSCHE						
356A/1600 fixed head	1,330	0	0	1,996	7	0
D-type convertible	1,330	0	0	1,996	7	0
Hardtop (detachable)	1,450	0	0	2,176	7	0
Cabriolet (detachable)	1,490	0	0	2,236	7	0
356A/1500 fixed head	2,100	0	0	3,151	7	0
Carrera hardtop	2,220	0	0	3,331	7	0
Carrera Cabriolet	2,260	0	0	3,391	7	0
PRINCESS						
IV	2,250	0	0	3,376	7	0
IV limo sinc	2,360	0	0	3,541	7	0
L.W.B model	2,150	0	0	3,266	7	0
RAMBLER						
De Luxe	1,250	0	0	1,876	7	0
Super	1,285	0	0	1,928	17	0
Estate Car	1,375	0	0	2,063	17	0
Custom	1,350	0	0	2,026	7	0
Estate Car	1,440	0	0	2,161	7	0

	U.K. List £	s	d	With Tax £	s	d
RENAULT						
750	437	0	0	656	17	0
Dauphine	505	0	0	758	17	0
(Ferlec clutch)	530	10	0	797	2	0
Frégate de luxe	894	10	0	1,343	2	0
Transfluide	987	0	0	1,481	17	0
Domaine estate car	894	10	0	1,343	2	0
RILEY						
One-point-five	575	0	0	863	17	0
Two-point-six	940	0	0	1,411	7	0
(automatic)	1,045	0	0	1,568	17	0
ROLLS-ROYCE						
Silver Cloud	3,795	0	0	5,693	17	0
Limousine	4,595	0	0	6,783	17	0
Hooper	5,185	0	0	7,778	17	0
J. H. Mulliner	5,550	0	0	8,326	7	0
James Young	5,085	0	0	7,628	17	0
Silver Wraith						
Park Ward	5,493	0	0	8,243	17	0
7-passenger	5,805	0	0	8,708	17	0
H. J. Mulliner	5,625	0	0	8,438	17	0
Hooper limousine	5,630	0	0	8,446	7	0
7-passenger	5,805	0	0	8,708	17	0
James Young	5,680	0	0	8,521	7	0
ROVER						
60	899	0	0	1,349	17	0
75	985	0	0	1,478	17	0
90	1,025	0	0	1,538	17	0
105	1,085	0	0	1,628	17	0
3-litre	1,175	0	0	1,763	17	0
(automatic)	1,280	0	0	1,921	7	0
Land-Rover II 88	640	0	0	640	0	0
Diesel	740	0	0	740	0	0
109in Basic	730	0	0	730	0	0
Diesel	820	0	0	820	0	0
107in estate car	815	0	0	1,223	17	0
SIMCA ARONDE						
Aronde de luxe	532	0	0	799	7	0
Aronde Chatelaine	650	0	0	976	17	0
Aronde Super de luxe	565	0	0	848	17	0
Elysée	615	0	0	923	17	0
Montlhéry	632	0	0	949	7	0
Grande Large	699	0	0	1,049	17	0
Monaco	725	0	0	1,088	17	0
Plein Ciel hardtop	1,012	0	0	1,519	7	0
Oceane convertible	1,065	10	0	1,599	12	0
SIMCA VEDETTE						
Beaulieu	965	10	0	1,449	12	0
Chambord	1,100	0	0	1,651	7	0
Marly estate car	1,265	0	0	1,898	17	0
SINGER						
Gazelle IIA	598	0	0	898	7	0
Convertible	665	0	0	998	17	0
Estate car	665	0	0	998	17	0
SKODA						
440	525	0	0	788	17	0
Estate car	695	0	0	1,043	17	0
450 convertible	725	0	0	1,088	17	0
STANDARD						
Eight	430	0	0	646	7	0
Ten	440	0	0	661	7	0
Pennant	485	0	0	728	17	0
Companion estate car	495	0	0	743	17	0
Ensign	599	0	0	899	17	0
Vignale Vanguard	695	0	0	1,043	17	0
(automatic)	810	0	0	1,216	7	0
Estate car	770	10	0	1,157	2	0
STUDEBAKER						
Lark 2-door (6-cyl)	1,126	0	0	1,690	7	0
Estate car	1,290	0	0	1,936	7	0
Lark Regal (8-cyl)	1,292	0	0	1,939	7	0
Estate car	1,415	0	0	2,123	17	0
SUNBEAM						
Rapier	695	0	0	1,043	17	0
Convertible	735	0	0	1,103	17	0
TRIUMPH						
TR3	699	0	0	1,049	17	0
Hardtop	734	0	0	1,102	7	0
TURNER						
A.35 Sports	575	0	0	862	17	0
VAUXHALL						
Victor	498	0	0	748	7	0
Victor Super	520	0	0	781	7	0
Estate car	620	0	0	931	7	0
Velox III	655	0	0	983	17	0
Cresta II	715	0	0	1,073	17	0
VOLKSWAGEN						
Basic	435	0	0	653	17	0
De Luxe	505	0	0	758	17	0
Convertible	682	10	0	1,025	2	0
Karmann-Ghia coupé	822	10	0	1,235	2	0
Convertible	929	0	0	1,394	17	0
VOLVO						
122S	932	0	10	1,399	1	10
WOLSELEY						
1500	530	0	0	796	7	0
Fifteen-fifty	660	0	0	991	7	0
Six-ninety III	850	0	0	1,276	7	0
(automatic)	955	0	0	1,433	17	0
THREE-WHEELERS						
A.C. Petite I	319	0	0	399	8	6
Bond 2-seater	222	0	0	279	5	9
4-seater	254	0	0	319	0	11
Coronet	360	0	0	449	15	6
Heinkel	320	0	0	403	6	6
Messerschmitt KR200	260	0	0	325	6	4
Reliant Regal	364	0	0	433	3	6
Touretta Senior	259	0	0	325	0	11

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1959 **CHEVROLET** R.H.D. Impala pillarless saloon, fully automatic, available for early delivery.
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1956 **CADILLAC** 62 convertible, every possible extra £1,895
1957 **PONTIAC** Pathfinder 4-door R.H.D. saloon, radio, heater, 2,000 miles only... £1,695
1955 **OLDSMOBILE** Super 88 sedan, hydramatic, power brakes, power-steering, radio, heater..... £1,485
1955 **CHEVROLET** Bel-Air R.H.D. 4-door sedan, radio, heater £1,145
1955 **PONTIAC** Chieftain 4-door R.H.D. saloon £1,145
1954 **CHEVROLET** 210 4-door R.H.D., 6 cylinder, radio, heater, 23,000 miles..... £965
1953 **OLDSMOBILE** Super 88, hydramatic, radio, heater £985

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Trade and Industry

Mr. G. E. Roberts, manager of the eastern division of the National Benzole Co., Ltd., has just retired. He is succeeded by Mr. W. S. Westbrook.

A merger has been proposed between Lambretta Concessionaires, Ltd., Beverley Works, Kingston By-Pass, London, N.W.20, and Trojan (Holdings), Ltd., of Croydon, Surrey. It is expected that a satisfactory scheme for the merger will be put to shareholders early in 1959.

A new plant for tyre manufacture is being built in Portugal by the Firestone Tyre and Rubber Co., Ltd., on a site about ten miles east of Lisbon. It will be known as Firestone Portuguesa. It is expected that annual production will amount to 120,000 truck and passenger tyres, including tubes.

New appointments have been made to the board of Wolf Electric Tools, Ltd., of Hanger Lane, London, W.5. They include Mr. N. McCann, the secretary, Mr. R. G. J. Nisbet in charge of Canadian operations, Mr. J. A. Jackson in control of the works, and Mr. W. N. Scottorn, who will be responsible for sales.

Many advantages of advertising were quoted by Mr. A. W. Browne, O.B.E., M.I.E.E., chairman of Chloride Batteries, Ltd., at a Motor Show luncheon in London recently. He said that the company had consistently used modern advertising methods, and believed that the way to survive, grow and prosper in commerce today was the use of intelligent and imaginative advertising media.

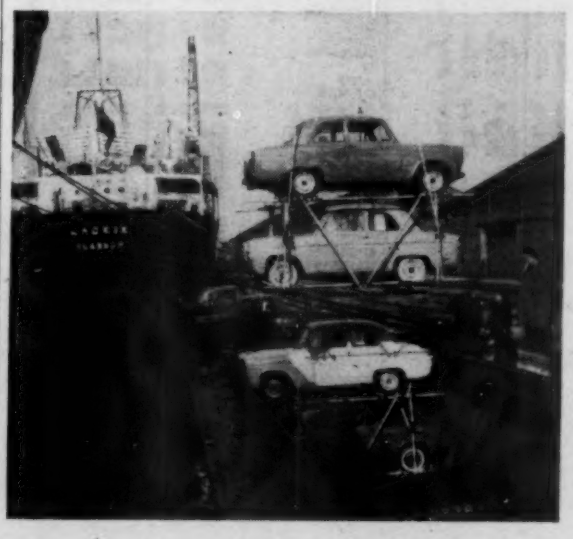
Ford service weeks will be held commencing on 17 November by Knutsford Motors, Ltd., Knutsford, and W. Harold Perry, Edgware.

A new catalogue of Pollard Max-Load roller bearings has been issued by the company, Pollard Bearings, Ltd., Ferrybridge, Knottingley, Yorkshire. All relevant dimensions, weights, working load ratings, and so on are included. Copies are available from the company.

A visit to England was made recently by 65 Rootes Group American dealers and their wives for a tour of Rootes factories and a visit to the London Show. They represented 20 States and a 700-strong dealer network, which this year achieved record sales of Rootes products in the U.S.

A national campaign emphasizing the value of reflective road signs has been started by the Minnesota Mining and Manufacturing Co., Ltd., who make Scotchlite reflective sheeting. County highway engineers, police officers and local government officials are being invited for demonstrations.

Control of the North Downs Engineering Co., Ltd., of Westway, Caterham, Surrey, has changed. The board now comprises Mr. F. Hope, managing, Mr. C. F. N. Hope, technical, and Mrs. M. T. Hope. The company are precision engineers, and manufacture Marshall-Nordec superchargers and other automotive products. They are also dealers in Ford, Standard and Triumph cars.



In conjunction with R. and H. Wale (Joinery), Ltd., of Gamlingay, Bedfordshire, the Ford company of Dagenham have adopted this system of crating cars for export. Developed in Sweden, it uses a scaffolding frame enclosing one car, on which another car may be lashed. It can be built into several layers, and dismantled easily, taking up little space for return shipment

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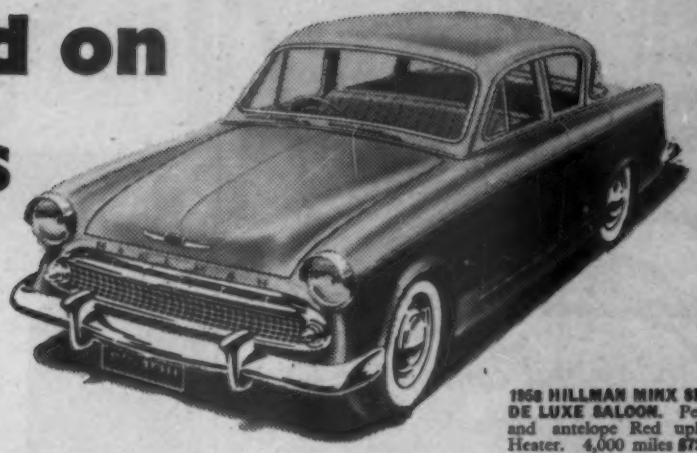

1958 HILLMAN MINX SERIES II DE LUXE SALOON. Pearl grey and antelope Red upholstery. Heater. 4,000 miles £725

A SELECTION FROM OUR COMPREHENSIVE STOCK

1957 **HUMBER** Hawk Series I (Borg-Warner) Saloon Grey. Red Upholstery. Radio and Heater. 15,000 miles £1,225

1957 **HUMBER** Hawk Mk. VI de Luxe Saloon. Black. Red Upholstery. Heater. 13,000 miles £825

1957 **ROVER** 90 (overdrive) Saloon, Ivory, Blue Upholstery. Heater. 15,000 miles £1,150

1957 **SUNBEAM** Mk. III (Overdrive) Saloon. Grey and Maroon. Grey Upholstery. Heater. 12,000 miles £1,050

1958 **SUNBEAM** Rapier Series II (Overdrive) Saloon. 2-tone Blue. Grey/Blue Upholstery. Heater. 10,000 miles £995

1957 **SUNBEAM** Rapier R. 67 Saloon. Antelope and Pearl Grey. Grey/Blue Upholstery. Heater. 12,000 miles £835

1957 (Nov.) **SINGER** Gazelle Series II Saloon. Blue and White. Blue Upholstery. 4,000 miles £775

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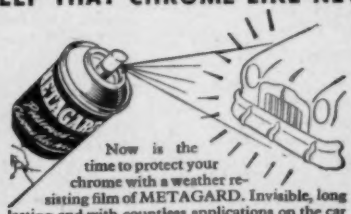

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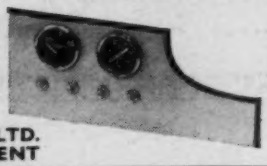

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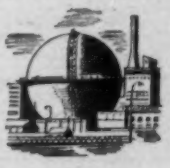

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'56 **JAGUAR** Mk. VII Type 'M' saloon. O/D. Pearl grey	£995
'56 **JAGUAR** Mk. VII saloon. Borg Warner. Black	£1,045
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ABARTH Fiat 750, 100mph, Zagato 2-seater saloon, £1,995; used 4-seaters, 85mph, from £695.—Apply Mr. Stewart, Anthony Crook Motors, Hersham, Surrey. Tel. Walton-on-Thames 687. [C1065

A.C.

A

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1958 Ace-Bristol, red; £1,725.

1957 Aceca-Bristol, blue; £1,795.

APPLY Mr. Stewart, Anthony Crook Motors, Hersham, Surrey. Tel. Walton-on-Thames 687. [C1063

GATEHOUSE offer:—

1949 A.C., dark green; £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

CHIPSTEAD MOTORS Ltd., offer:—

ACECA Bristol, 100D engine, late 1957, one owner car, disc brakes, negligible mileage, many extras, terrific performance.

ACECA 1958 series, all extras, including Michelin X, Alfin brakes, 3 prong racing hub caps, one careful owner, negligible mileage, virtually indistinguishable from new.—142, Holland Park Ave., W.11. Par. 3445-6. [C1046

A.C. 2-litre cream saloon, 1948, privately owned; £285.—15, Spencer Rd., Molesey, Surrey [1152

1956 series Acela, radio, heater, spot lamps, disc brakes, Michelin X tyres complete overhaul at 22,000 miles, one careful owner; £1,395.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6861. [C4056

A.C. 2-litre sports tourer, first regd. July 1950, exceptional condition; £465.—Hills Garages (Manchester), Ltd., 80/90, Port St., Manchester, 1. Tel. Cen. 4311. [9848

1957 (Sept.) Aceca Bristol 100D, disc brakes, heater, 1958 modifications, 9,000 miles, one owner, just passed by A.C. Cars; £1,995.—Elmbridge Motors, Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

1955 (30 June) A.C. 2-litre saloon, positively practically new, heater, radio, Ace Rimbellishers, spot and fog lights, loose covers, etc., cost approx. £1,700; accept £795; letters only.—A.C. Owner, c/o Ottershaw Garage, Priory Rd., Bournemouth. [1016

1950 (March) A.C. 2-litre saloon, this is a genuine one-owner car from new, finished in black with maroon leather interior, fitted twin new chrome pass lamps, screen washers; radiator blind, taxed yearly, all excellent tyres, this car has been maintained regardless of cost and in really superb condition throughout, 3 months' guarantee; £365; terms.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton Manchester, 8. Pendleton 3457. [C3000

1957 A.C. Aceca, finished in metallic grey with red hide upholstery and Bristol engine; this car has only covered 13,000 miles; special equipment includes Smith's heater and demister, H.M.V. push-button radio, screen washer, defroster on rear window, adjustable steering. Bray electric heater in water system, long-range driving lamp and wing mirror; £1,775.—Dickinson & Adams (Luton), Ltd., Luton 51221-4. [1074

1958 latest specification Ace Bristol, the late property of a retired gentleman who has covered a negligible mileage and maintained the vehicle absolutely as new in every respect, unmarked paintwork and upholstery, as new mechanically, opportunity to acquire the best sports car at a considerable reduction on list, choice of five other Ace Bristols from stock including one early example in sound condition at the exceptionally low figure of £1,075.—Rudds, the leading AC distributors, 41, High St., Worthing (7773-4). Demonstrations arranged anywhere by appt.

ACECA-AC Gran Turismo two-place 120mph coupe, in immaculate one-owner condition, fitted host of extras and definitely not raced, crashed or badly used in any way, maintained by us from new, registered late July, 1956, list £2,700; opportunity at £2,200.—Rudds, Worthing 7773-4. Demonstration at your address by appt. [1097

SALES & WANTS

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A.C. Cars Wanted

GORDON & GLYNN will buy your post-war A.C.—73 Cadogan Lane, Sloane St., S.W.1. Sloane 8326. [W2075

ROWLAND SMITH'S, the A.C. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

ACECA, low mileage, required.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445-6. [W1046

GATEHOUSE MOTORS pay cash for good used A.C. cars.—Highgate Village, London, N.6. Mountview 4444. [W2021

GOOD A.C. required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118 [W2000

A.C. Spares and Service

A.C. Sales service and repairs.—Gordon & Glynn, 73, Cadogan Lane, Sloane St., S.W.1. Sloane 8326. [8207/5

FOR good used A.C. saloons and Bucklands, specialised repairs and spares, contact.—Fletcher & Co., 88, Beckenham Rd., Beckenham, Kent. Beckenham 7444. [0586/R

ALFA-ROMEO

1957 Alfa-Romeo Giulietta sprint coupe, nominal mileage, Alfa red, immaculate, bargain.

1958 Alfa-Romeo Giulietta sprint coupe, small mileage, one owner, Alfa red, immaculate.

1958 Alfa-Romeo Giulietta sprint Veloce, full 4-seater, Alfa red, small mileage, really fast, bargain.

COUNTY CARS, Ltd., 30, Oldham Rd., New Cross, Manchester, 4. Central 9257. [C1152

1956 late, Alfa-Romeo 1900 Super, 20,000 miles only, works service history available; £1,395.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. [C4057

ALFA Super Sprint, Dec. '56, 11,000 miles, Superleggera body, chrome wheels.—Milburn, Ave. 1270/Fre. 3921, evening. [9455

MAIN agents George Boyle (Sports Cars), Ltd., Wheatsheaf Garage, Mollington, Chester; demonstrations, sales, service.—Tel. Great Mollington 353-4-5. [C1172

J. H. BARTLETT.—Alfa-Romeo Giulietta Spyder, dron head 2-seater, low mileage, almost as new; £1,900.—27, Pembridge Villas, W.11. Bayswater 0523. [C1015

Alfa-Romeo Cars Wanted

ALFA-ROMEO Giulietta Sprint wanted.—15, Grove Ave., Norwich. [9260

J. H. BARTLETT.—Consult us before selling or exchanging your Alfa-Romeo.—27, Pembridge Villas, W.11. Bayswater 0523. [W1013

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. [0214/R

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£225.—Allard 61L 1948 open sports 4-seater, taxed, opalescent silver grey, maintained regardless, positively exceptional; easy terms, exchanges.

B & G MOTORS, 194-8, Arlington Rd., Camden Town, N.1. Gulliver 3578. [C1019

PERFORMANCE CARS (Ealing 6841) unique selection (198 cars) on page 1. [C3041

AZ MOTORS offer 1949 special sports saloon, recent overhaul, bargain £1951—Palmerston Road, N.W.6. Mal. 4725. [C1011

1948 coupe, outstandingly good throughout, many extras; £195; terms.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711 [C3045

1950 Allard saloon, navy blue, two owners, in magnificent condition; radio, heater and other extras, one only; £335.—Douglas Service Station, 57 & 65, Eleanor Rd., Waltham Cross 4124. [C1178

Allard Cars Wanted

ROWLAND SMITH'S, the Allard buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041 [W4018/R

ADLARDS MOTORS (Allard main distributors) buy or exchange Allard cars.—3, Keswick Rd., S.W.15. Vandyke 1135 [0146/R

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SEE the new Alvis 3-litre by Park Ward in our showrooms.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

GATEHOUSE offer:—

1952 Alvis 3-litre drop head coupe, green/cream; £595.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

ERIC HAYES, Ltd., offer:—

1949 (model) Alvis PA14 sports saloon, finished in dual colour grey/black, fitted radio, loose covers, taxed; £345.

1951 Alvis 3-litre saloon, 1952 specifications, finished in black with tan upholstery; this car is immaculate and in superb condition; £475.—13, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2033

CHIPSTEAD MOTORS, Ltd., offer:—

1953 series 3-litre sports saloon, recorded mileage 40,000 only, black with red wheels, radio, heater, pass lamps, chrome rims, etc., specimen.

DROPHEAD Grey Lady 1955, immaculate in grey with red leather hood and wheels, low mileage, new tyres, one of the finest specimens we have had.

GREY Lady, very low mileage, absolutely immaculate, many extras really beautiful car.

4.3 1939 Vanden Plas short chassis sports 4-seater with cut-away sides, red and black, believed only 6 in existence.—142, Holland Park Ave., W.11. Park 3445-6. [C1046

GUY SALMON AUTOMOBILES offer:—

1951 Alvis 3-litre saloon, very reasonable mileage for its year, one owner, black and beige/red leather, most exceptional car, recommended with confidence; £575.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041

1937 model Alvis Speed 20, 2 careful owners from new, perfect condition; £165; must be seen.—Stepney Green 5405. [C1149

CASS'S MOTOR MART.—1952 series Alvis 3-litre saloon, immaculate; £400.—5, Warren St., W.1. Euston 3523. [C1040

1952 Alvis 3-litre saloon, black, radio and heater, almost new tyres, excellent condition, taxed; £525.

GARAGE SERVICE Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019

1949 Alvis TA drop head coupe; £385.—Le Grice Ellers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055

1947 Alvis 14 sports saloon, black with beige interior; £385.—Windovers, Ltd., The Hyde, Hendon. Colindale 4031. [C4118

ALVIS 14 TA saloon, first registered 1955, sliding roof, heater, dark green with red leather upholstery, most immaculate; £425.—Bridge Motors, Leatherhead 2564. [C1136

£495!!!—Alvis 3-litre saloon. May 1951, in specimen condition, coachwork and interior upholstery unmarked, enthusiast owner, maintained to perfection, usual extras.

450 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire purchase terms, exchanges. [C1035

1948 Alvis 14hp T.A. sal., sun roof, 1 engineer owner since new, ex. order, written guar.; £335.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

1949 (June) Alvis 14hp sports saloon, black/green leather, in sound condition; £345.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109

275gns.—Alvis 14, December 1947, saloon, sliding head, leather, heater, very good condition, choice of 2; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£265.—Alvis 1½ 1949 utility estate, low built, roomy, well maintained, tyres as new, exceptional value, many others, A.A. or R.A.C. exams. welcomed, exchanges, H.P.—Benmotors, 1, Clarendon Rd., W.11. Park 5066-7 (50yds Holland Park Tube.) [C1017

XXX 1952 Alvis 3-litre saloon, heater, clock, screen-washers, sliding roof, 2-tone black/green exterior with green interior, an extremely attractive example of this unusual car; £495; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

Alvis Cars Wanted

POST-WAR Alvis d.h.c. 14, 16hp or 3-litre.—Dudley House, Kenilworth, Warwicks. [9964

DROPHEAD, grey, lady, TC21/100 required in good condition by appreciative private buyer.—Box 0256. [1108

GOOD Alvis required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Alvis buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London N.6. Mountview 4444. [W2021

GREY Lady, low mileage, TC21/100.—Chipstead Motors Ltd 142, Holland Park Ave., W.11. Park 3445/6 [W1046

Alvis Spares and Service

SERVICE and spares for Alvis cars.

J. JAMES (LONDON), Ltd., 832, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [0094/R

MANCHESTER.—Alvis repairers and spares; main agents.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5 [0653/R

LANCASHIRE specialised sales, repair and spare parts service; large stocks available.—Parkers, Ltd., Deansgate, Manchester, and Bradshawgate, Bolton. [0363

AMERICAN CARS

SCOTT CARS.

SEE our advertisement under Buick, Cadillac, Chevrolet, Ford Fairlane, American Ford, Packard, Plymouth, Studebaker.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

T. SULLIVAN CAR SALES offer:—

NEW unregistered Ford Fairlane 500, r.h.d., automatic transmission, radio, heater, list price; part exchanges welcomed

1958 Ford Custom 4-door, V8 Interceptor Thunderbird engine, all extras.

1958 Fairlane Victoria 4-door pillarless power throughout, 5,000 miles only, turquoise blue and white.

1958 Ford Fairlane, r.h.d. automatic, turquoise blue and white, one month old.—Acorn 7660. [C4113

HALF WAY AUTOS, East Horndon, Essex, the American car specialists for Essex, offer for sale the following specimen cars:

1958 new unregistered Pontiac Bonneville sports coupe, full power equipment, transportable radio, automatic transmission, finished in pale blue and ivory.

1958 Plymouth Custom Suburban R.H.D. 9-seater station wagon, power brakes, automatic transmission, radio, heater, finished in duo-tone blue.

1958 Chevrolet Bel-Air, R.H.D., condition as new, finished in French blue with duo-tone upholstery.

1956 Studebaker Power Hawk V8, automatic transmission, radio, heater, a magnificent example.

1956 Ford Country Sedan station wagon, power steering and brakes, automatic transmission, radio, heater.

1956 Oldsmobile 88 Holiday 4-door pillarless saloon, power steering, brakes, seats and windows finished in charcoal and lime, radio and heater.

1955 Ford Customline Sedan, automatic transmission, radio, heater, chauffeur driven, showroom condition, finished black with whitewall tyres.

1954 Chevrolet Bel-Air 4-door saloon, excellent condition throughout, usual extras, finished in green and ivory.

1956 Oldsmobile Super 88 2-door saloon, power steering brakes, seats and windows, finished in blue and white, a magnificent car in every way.

1958 Ford Fairlane 500, unregistered, R.H.D., automatic transmission, radio and heater, all extras.

1953 Ford Customline estate car, V8, R.H.D., radio, heater, showroom condition.

ANY clean car taken in part exchange; full H.P. and insurance facilities. Tel. Herongate 394. [1009

1954 Lincoln Mercury, automatic drive, radio and heater, whitewall tyres, new engine, 3-tone, cost £975 5 months ago; bargain £695.—Box 0240. [1041

£369!!!—Lincoln post war Club sports sedan, 2-door 6-seater, electric windows, heater, demister, radio, etc., this has just had £250 overhaul and is a gift at this price.

LAMBS OF WOOD GREEN (Established 1897), 100 cars, 3 months' written guarantee; exchanges; low deposit terms to suit you.—421-423, High Rd., Finchley. Finchley 6222. [C2052

LINCOLN STREET MOTORS (B'HAM), Ltd., the Midlands leading motor agents, sole agents for the Midland area for the American and Canadian Fords, for immediate delivery; the full range of 1958 Fairlanes r.h.d., choice of colours.

1958 Thunderbird, hard top.

1958 Thunderbird convertible.

1957 (November) Chevrolet Bel Air convertible, automatic transmission, power operated hood, guaranteed 8,000 miles only, absolutely as brand new throughout; £1,995.

1957 Thunderbird, registered 1958, genuine 8,000 miles only, indistinguishable from brand new; wonderful opportunity at £2,350.

1956 Ford Fairlane automatic transmission, right-hand drive, low mileage, in magnificent condition; £1,195.

1956 Cadillac Sedan de Ville, July, equipped with automatic transmission, power steering, brakes, seats, windows, etc., self-seeking town and country radio, 20,000 miles only, a magnificent example; £2,695.

1956 Studebaker Champion, r.h.d., radio, heater, etc., low mileage, most beautifully maintained; £1,295.

1955 Ford Customline, r.h.d., automatic transmission, radio, heater, etc., 2-tone finished, 21,000 miles only, in outstanding condition; £1,095.

1955 Lincoln Capri, fully automatic power steering, power brakes, windows, seats, etc., in really outstanding condition throughout; £1,295.

1954 Oldsmobile Super Rocket 88 4-door sedan, genuine low mileage, hydramatic transmission, power brakes, etc., in outstanding condition; £995.

1954 Ford Mercury Mounterey, fitted radio, heater, overdrive, etc., in unbelievable condition for its age; £895.

1949-50 Chevrolet 2-door sedan, a magnificent example; £425.

1948 Chrysler 2-door club sedan, right-hand drive, in magnificent condition; £295.

ALL the above and many more to choose from; most available from 10% deposit, balance repayable to suit your own convenience; demonstrations without obligation anywhere arranged; open 9 till 8, Sundays 10 till 2.

LINCOLN STREET MOTORS (B'HAM), Ltd., Lincoln St Balsall Heath. Tel. Calthorpe 3751-2-3. [T9068

AMERICAN CARS

JOE THOMPSON (MOTORS), Ltd.,

OFFER a selection of American station wagons.

NEW r.h.d. Plymouth 9-seater station wagon, automatic, radio, heater, power brakes; £2,900.

NEW r.h.d. Ford Fairlane 9-seater, Fordomatic, radio, heater; £2,700.

1957 r.h.d. Ford Ranch wagon, 6-seater and fitted air condition cost £500; £1,800.

1955 l.h.d. Ford Country Squire, 9-seater, power steering, Fordomatic, radio, heater; £1,250.

NEW.

R.H.D. Chrysler, Plymouth and Ford Fairlane saloons.

1958 r.h.d. Plymouth Belvedere, automatic, radio, heater; £2,250.

1956 l.h.d. Golden Hawk, 5-passenger, automatic, power steering, radio, heater; £1,750.

1956 l.h.d. Chevrolet Bel-Air, radio, heater; £1,350.

1955 r.h.d. Rambler saloon, radio, heater, overdrive; £825.

1954 l.h.d. Rambler Country Club 2-door hard-top coupe; £595.

91—95, Fulham Rd., South Kensington, S.W.3. Tel. Kensington 4658-9. [C4028

SIMPSONS MOTORS (WEMBLEY), Ltd.

FIRST in American cars; £300-£6,000.

NEW and used—early and immediate delivery.

1959 models as follows:—

FORD.

R.H.D. Fairlane 500 town sedan, town Victoria, automatic, r. & h.; immediate.

R.H.D. Custom 300; early delivery.

R.H.D. station wagon, automatic, r. & h.; immediate and early delivery.

SKYLINER retractable saloon, automatic, electric windows, seats, power brakes, steering; early delivery.

FAIRLANE 500 convertible, all power equipment available; early delivery.

THUNDERBIRD 4-seater hardtop and convertible, all power equipment available, early delivery.

MERCURY.

MONTEREY 4-door and 2-door hard top, all power equipment available; early delivery

MONTCLAIR, same as Monterey, convertible, same details.

PARK Lane Series, Phaeton sedan 4-door, hard top, all power equipment available.

PARK Lane convertible, same details.

MERCURY Turnpike cruiser, full power equipment, plus electric rear window; early delivery.

COMMUTOR station wagon, all power equipment available, 2-door 6-passenger.

VOYAGER station wagons, all power equipment available, 4-door 6-passenger.

COLONY Park station wagons, all power equipment available, 4-door, 6- and 9-passenger; early delivery.

LINCOLN.

CAPRI 2- and 4-door saloon and hard top, all power equipment available; early delivery.

PREMIER 2- and 4-door saloon and hard top, all power equipment available; early delivery.

CONTINENTALE Mark III 2-door hard top coupe, all power equipment available; early delivery.

CONTINENTALE Mark III convertible, all power equipment available; early delivery.

CHRYSLER, DODGE.

R.H.D. Custom Royal 4-door saloon, power brakes, automatic, r. & h.; early delivery.

R.H.D. Plymouth Fury 4-door sports sedan, power brakes, automatic, r. & h.; immediate delivery.

PLYMOUTH Plaza 2/4-door sports coupe, saloon, all power equipment available; early delivery.

PLYMOUTH Savoy, 1/4-door saloon, all power equipment available; early delivery.

PLYMOUTH Fury 2/4-door sports coupe, sports sedan, all power equipment available; early delivery.

PLYMOUTH Fury convertible coupe, all power equipment available; early delivery.

PLYMOUTH Surburban station wagon, r.h.d., r. & h., automatic, power brakes; immediate delivery.

CHRYSLER New Yorker 4-door hard top sedan, all power equipment available; early delivery.

CHRYSLER Saratoga 4-door sedan, all power equipment available; early delivery.

CHRYSLER Windsor 4-door saloon, all power equipment; early delivery.

CHRYSLER New Yorker convertible coupe, early delivery.

CHRYSLER Windsor town and country station wagon, all power equipment; early delivery.

1958 new unregistered Ford Fairlane 500, r.h.d., automatic, r. & h., all extras.

1958 new, unregistered Ford Thunderbird, convertible automatic transmission, r. & h., all power equipment.

NEW unregistered Cadillac Fleetwood 4-door hard top Hydramatic drive, r. & h., power brakes, steering, seats, windows, all extras.

1958 Chevrolet Bel Air, r.h.d., immaculate condition, 4-door.

1958 r.h.d Plymouth Belvedere, automatic, power brakes, r. & h., sports sedan, 3,000 miles only, one owner.

1957 Buick Century 4-door hard top, Dynaflow, power brakes and steering, r. & h.

1957 Ford Fairlane 500, r.h.d., Fordomatic, r. & h., all extras, choice of 2.

1956 Buick super convertible, Dynaflow, power brakes and steering, all extras.

1956 Studebaker Power Hawk V8, automatic transmission, r. & h., one owner.

1949 r.h.d. Mercury, r. & h., all extras.

1953 Buick special convertible, Dynaflow, radio, r. & h., one owner.

1950 Chevrolet, r. & h., 2-tone, all extras.

ENGLISH, American and Continental cars taken in part exchange; terms, insurance and tax facilities.

345—355, High Rd., Wembley, Middx. Wem. 5903/8691/4422. 9 a.m.-7.30 p.m. [C4015

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AMERICAN CARS

DESBOROUGH PARK AUTOS offer:—

1951 Nash Ambassador saloon; £325.

1951 (reg.) Buick convertible, cream, radio, heater; £235.

1948 Plymouth de luxe, right-hand drive, every extra; £265.—Oxford 78361. [2129

245gns.—Dodge 1947 25hp de luxe saloon, r.h.d., pastel blue, brown leather, heater, Ace Rimbellishers, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1957 Nash Rambler V8, finished in maroon, low mileage automatic transmission, power steering and brakes air conditioning, radio, heater, cigarette lighter, seat covers, reversing lights, reclining bed seats, continenta tyre melt, only Rambler of its kind in the country.

NASH CONCESSIONAIRES, Ltd., Albany St., N.W.1. Euston 5558 [5620

American Cars Wanted

WANTED, 1956-7 Ford Fairlane.

GB MOTORS, Ltd., 199-201, Brighton Rd., South Croydon. Cro. 2652-3. [0571/R

LEX—Sole distributors in the U.K. for Oldsmobile require good used American cars of all makes.

LEX GARAGES, Ltd., 2, Lexington St., Piccadilly, W.1. Gerrard 8600. [0402/R

!!!—PEDIGREE ESTATE CARS urgently require *** Ranchwagons.—340, Euston Rd., N.W.1. Euston 7889. [W3039

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—77, St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

ARMSTRONG SIDDELEY

P & J PASS & JOYCE, the Armstrong Siddeley people, offer miscellaneous selection of used Armstrong Siddeley Sapphires.

ALL these cars have been carefully inspected by our specialist mechanics and are covered by our 4 months' guarantee.

1954 Armstrong Sapphire saloon, preselector, grey with red interior; £685.

1955 Armstrong Sapphire saloon, presectrix, grey with red interior; £675.

1955 model Armstrong Sapphire saloon, automatic, duo-grey with red interior; £895.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001. [C3039

SCOTT CARS.

1954 Armstrong Sapphire, radio, heater, excellent condition throughout; choice of 2 from £525.

1948 Armstrong Hurricane drop head, excellent condition. £245

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

NEWNHAMS, Ltd.

1955 Armstrong Siddeley Sapphire sal., automatic, sliding roof, 21,000 miles, one owner, immaculate; £750.

NEWNHAM HOUSE, 255-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024

CONNAUGHT ENGINEERING offer:—

1955 Armstrong Siddeley Sapphire 346 automatic, fitted with power steering, radio, wing mirrors and many other extras, this car has only covered 28,000 miles in the hands of one professional owner and has been maintained regardless of cost, finished in green and grey; £795.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1132

WEYBRIDGE AUTOMOBILES offer:—

1953 Armstrong Sapphire saloon, black with brown interior, synchromesh gear box, new tyres recently fitted, two owners, 28,000 miles, fitted radio, excellent condition throughout; £495.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094

1954 Armstrong Sapphire, one owner, blue; £595.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111

A & S LTD. Sapphire LWB cars. See our Selection under Limousines.

ALPE & SAUNDERS LTD. (Limousines Purchased) Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [C1006

1956 (Oct.) Armstrong 236 manumatic and overdrive, guaranteed 10,000 miles; £750.

1956 (July) Armstrong 234, with radio, etc., as new; £695.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Tel. Biddulph 3174. [1006

BY direction of the Executors of Mrs. C. Moore deceased, sale by auction at New Place, Sunningdale, Berks, on Tuesday next, Nov. 11, 1958.

ARMSTRONG SIDDELEY Lancaster, black saloon 1949, rating 2309cc, about 20,000 miles (one owner and chauffeur maintained).

VIEW Friday and Saturday, 10 a.m. to 5 p.m.

AUCTIONEERS, Knight, Frank & Rutley, 20, Hanover Sq., W.1. May. 3771. [1193

1956 (August) Armstrong Sapphire automatic 346, Dual grey; £825.—F. L. Cranmore, Ltd., 2040 Potters Bar. [C1062

1954 Armstrong Sapphire saloon, black with red interior; £635.—Windovers, Ltd., The Hyde, Hendon. Colindale 4031. [C4118

ARMSTRONG SIDDELEY

G S G UY SALMON AUTOMOBILES.

ARMSTRONG SIDDELEY specialists for new or used A. Armstrong Siddeley sales and service.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1953 Armstrong Whitley, manual saloon, heater, magnificent, guaranteed; £350, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4078

ARMSTRONG SIDDELEY Sapphire, 1954 (late), preselector gear box heater, showroom condition; £550.—63, George St., Weston-super-Mare. Tel. 2142. [9199

1956 Armstrong S/Sapphire automatic, radio, heater, one careful and considerate owner; £895.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 4185. [C3096

AZ MOTORS offer 1947 Lancaster 4-door saloon, beautiful order, radio, heater; unmistakeable bargain, £250. Also 1946 ditto, 32,000 miles; £225!—Palmerston Rd. N.W.6. Mal. 4723. [C1011

1957 (May) Armstrong Siddeley 234, duo-blue, small mileage, undersealed, immaculate condition; £895 cash or h.p.—Calvert, Devonshire Close, Heywood 6722 (Lancs). [9564

1954 Armstrong Siddeley Sapphire, excellent condition, private owner, genuine reason for sale; h.p. available.—Byatt, 124, Hucclecote Rd., Gloucester. [1013

ARMSTRONG Lancaster 1948 de luxe saloon, immaculate condition, manual gear change; £259.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107 [2024

ROSE & YOUNG, Ltd.—1955 Armstrong Sapphire saloon, low mileage, one owner since new, synchromesh gear box, immaculate condition; £645.—65,69, Sternhold Ave., Streatham Hill, S.W.2 (1 min Streatham Hill Station). Tulse Hill 6464. [C3057

£750!!—1955 (Apl.) Armstrong Sapphire 346 automatic drive, blue-grey, beige leather, radio, heater, screen washers, moderate mileage, excellent condition, taxed.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

LIMOUSINE 1957 series, L.W.B. Preselectric Sapphire, cloth rear, widest forward occasionals, heater, radio, one owner, private, black, 13,900 miles only, almost new; £1,795; another, late 1955, specification similar, 20,000 miles only, private; £1,450.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. (near Baker Street Station). Welbeck 1124. [C1103

595gns.—Armstrong Siddeley 1955 Sapphire Mark II de luxe saloon, grey, red leather, synchromesh, radio, heater, screen washers, one owner, excellent condition, written guarantee; terms, exchanges.—Rowland Smith, below:—

245gns.—Armstrong Siddeley, October 1946, Hurricane drop head coupe, synchromesh, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1956 Armstrong Siddeley 234 sal., 1 owner since new, well maintained and in ex. order, 25,000 miles only, o/drive, radio, loose covers, etc., black with grey upholstery, written guar.; £775.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

1954 Armstrong Sapphire 346, preselectric, fitted almost innumerable extras including twin carbs., power steering, ride control, vacuum servo brakes, high lift camshaft, increased compression ratio, radio, etc., etc.; exceptional condition throughout; £695.

1954 Armstrong Sapphire, dual green, synchromesh gear box, radio and heater, exceptionally well maintained, very good history; £595.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

Armstrong Siddeley Cars Wanted

ALPE & SAUNDERS, Ltd., require 18hp or Sapphire 346 limousines in above average condition.

A&S Ltd., Providence Court, North Audley Street (Near Selfridges). Mayfair 2941. [W1006

URGENTLY required, 234 Sapphire.—Belle Vue Garage, Whitegate Drive, Blackpool. Tel. 28502. [1105

ALMOST new Armstrong required immediately.—Morley 76, Cambridge Rd., Kingston. Kingston 8885. [W3016

ROWLAND SMITH'S, the Armstrong Siddeley buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

ARNESTON of Albemarle St., the Armstrong Siddeley specialists are ready buyers of good Armstrongs.—28, Albemarle St., W.1. Hyde Park 8323. [W1109

Armstrong Siddeley Spares and Service

ARCOT.

KENSINGTON 7301. 7321.

ARMSTRONG SIDDELEY specialists: every kind of overhaul or repair, 48-hour exchange engine, gear box supply, fitting or reconditioning own units, etc., all models, ranges pre/post-war, work guaranteed; trade, retail.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. [0644/R

BIRMINGHAM, join distributors, pre/post-war spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Cope St., Birmingham, 18. Edg. 0916. [0548

FULL repair and overhaul service for Armstrong cars. A.I Garage (incorporating Harman Engineering), Child's Place, Earls Court Rd., S.W.5. Fre 8161. [0096/R

ASTON MARTIN

B BROOKLANDS OF BOND STREET.

CONCESSIONAIRES for London, S. & E. England.

1956 3-litre DB2-4 saloon.

NEW Mark III saloon and drop head coupe for early delivery.

103 New Bond St., London W.1. Mayfair 8351. [C1029

KNIGHTSBRIDGE offer:—

1954 Aston Martin DB24 sports saloon, blue, fawn hide, Michelin X, beautiful condition; £1,585.

1955 Aston Martin 3-litre drop head coupe, blue, blue interior, all extras, as new; £1,795.

1, Robert Mews, Lowndes Place S.W.1. Sloane 4086. [C2036

CHIPSTEAD MOTORS, Ltd., offer:—

DROP head DB2-4, June, 1955, one owner, low mileage, all extras, virtually indistinguishable from new.—142, Holland Park Ave., W.11. Park 3445-6. [C1046

IMPERIAL MOTORS, Exmouth, offer:—

1954 Aston Martin DB2-4 in original red/beige hide, proved works history and works maintained for top condition, a really nice car; offered at £1,385.—Exmouth 3045/2567. [C2134

DERRICK BRADSHAW offers:—

1955 (Nov.) Aston Martin DB2-4 saloon, grey/red, Alfin brakes, twin exhausts, Michelin X, radio, etc., genuine 23,000 miles only, a really beautiful car with complete works history; £1,595.—7-23, Jay Mews, S.W.7. Knightsbridge 7771. [1209

COOMBS & SONS (GUILDFORD), Ltd.

ASTON MARTIN DB2-4 sports saloon, 3-litre model, August, 1954, two owners, finished in gunmetal grey with red interior and wheels, moderate mileage, first-class mechanical condition, good history; £1,595.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

BROADWAY MOTORS, Hounslow, offer:—

1955 (Nov.) Aston Martin DB2 in maroon, red leather, 24,000 miles only, one owner, specimen car, beautiful order, radio, must be seen to be appreciated; £1,595.—Hanworth Rd. (Hounslow East Tube), Middx. Hounslow 2308/0175. [C1118

BROADWAY MOTORS, HOUNSLOW, offer:—

1955 (Oct.) Aston Martin D.M. Mk. II, in maroon, red leather, 24,000 miles, one owner, specimen car in beautiful order, must be seen to be appreciated; £1,695.—Hanworth Rd. (Hounslow East Tube), Middx. Hounslow 9309/0175. [C1118

1954 Aston Martin DB2-4, Vantage engine, 23,000 miles only, radio, superb condition; £1,350.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6851. [C4056

1954 Aston Martin DB2-4, radio and heater, in faultless condition, new tyres recently fitted; £1,750.

1957 Aston Martin DB2-4, B.R.S., one careful owner, genuine 15,000 miles; £2,350.

H. L. BLUNDELL, Ltd., Christ Church Road, Folkestone 2726. [C1108

ASTONISHING Martin supercharged DB2-4 as described in the Autocar, 15th August, 1958, one owner, many extras, standing ¼ mile 15.5secs.—Hughes, 65, High St., Wimbledon, S.W.19. [9498

ROSE & YOUNG, Ltd., offer 1951 Aston Martin DB2-4 Mark II saloon, low mileage, fitted radio, immaculate condition, duo grey; £1,945.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min Streatham Hill Station). Tulse Hill 6464. [C3057

Aston Martin Cars Wanted

XXX Excellent cash price offered for good Aston Martin.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2008

ROWLAND SMITH'S, the Aston Martin buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

J. H. BARTLETT.—Consult us before selling or exchanging your Aston Martin.—27, Pembridge Villas, W.11. Bayswater 0525. [W1013

AUBURN

SWANMORE GARAGE, Ltd., offer:—

1935 supercharged Phaeton, and believed genuine mileage only 15,000, one owner from new, superlative condition, but so ugly; £295.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43344. [C4024

AUSTIN 7 & 8

1940 Austin 8 2-door de luxe saloon, a nice car, roomy and economical; £120; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

AUSTIN A30

H. A. SAUNDERS, Ltd.

1955 Austin A30 4-door saloon, black, red upholstery, recorded mileage 8,996; £425.

H. A. SAUNDERS, Ltd., 886-942, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4058

PERRY'S OF BOWES ROAD offer:—

1955 A30 2-door saloon, green, heater; £435

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404 [C3128

1956 A30 saloon, black, new tyres; £425.

BRADSTOCK MOTORS, 454, London Rd., North Cheam. Fetlands 6283. [C1080

1956 Austin A30 2-door saloon, green, radio and heater; £435.

1955 Austin A30 2-door, black, heater; £395.—Hale Motors, Tot. 7771. [C2077

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A30

BOON & PORTER, Ltd., Austin agents.

1956 Austin A30 Countryman 21,000 miles, guaranteed; £445.
CASTELNAU, S.W.13 (nr. Hammersmith Bridge). Riv. 4444. [C1022

1956 Austin A30 4-door saloon, with heater and in very clean condition; £450.

1954 Austin A30 2-door saloon, with heater and perfectly maintained; £395.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weedays 8 a.m. to 6 p.m. [C2008

1956 Austin A30 saloon, green, heater, Dunlop Weathermasters on rear, good condition; £450.
MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

HENDON CENTRAL GARAGE, Ltd., offer: 5% h.p. charge for new and second-hand cars.

1955 (Nov.) Austin A30 4-door saloon, one owner; £370; choice of 2.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1955 A30 4-door, excellent condition; £410.—Robbins, East Putney. Tel. 7881. [C3010

LATE 1955 A30 4-door saloon, heater, well maintained; £415.—8, Youell Ave., Gorleston-on-Sea. Tel. Gorleston 1031. [9961

1955 (July) Austin A30 Countryman, spruce green, heater, one owner, taxed; £365.—348, King St., Hammersmith, W.6. Riv. 2837-8. [C3130

1956 Austin A30, grey, reconditioned engine, fine order; £435.—Smith & Hunter, 376, Kensington High Street, W.14. Western 2312. [C4019

1955 A30 2-door saloon, heater, one owner, immaculate; £419.—Bridge Motors, Leatherhead 2564. [C1156

1956 A30 4-door saloon, one owner, heater, black with red interior; £435.—Campbell Symonds, Alperton 1515. [C1037

1954 A30 saloon, grey, heater, smart; £365, or £73 deposit.—R.L.H. Motors, Ltd., 601/609, Kings Rd., Fulham, S.W.6. Ren. 4492/6647. [C3125

£345—1954 (late) Austin A30 saloon, new tyres, immaculate condition.—Arnotts Garages, Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

1955 Austin A30 Countryman, grey, guaranteed mileage 16,350, immaculate; £400; terms.—Tate & Hitchins, Hayes Crescent, Temple Fortune, N.W.11. Speedwell 9873. [1233

345gns.—Austin A30 1955 4-door saloon, heater, one owner, written guarantee, choice of 5; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin A30 Cars Wanted

ROWLAND SMITH'S, the A30 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

AUSTIN A35

H. A. SAUNDERS, Ltd.

1958 Austin A35 4-door saloon, spruce green, green upholstery, recorded mileage 6,398; £535.

1958 Austin A35 2-door saloon, black, red upholstery, recorded mileage 10,367, heater; £525.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

R. HARDY & SON offer:—

1957 Austin A35 2-door de luxe specially prepared engine, many extras, supplied and maintained by us; £495.—52-55, Marylebone High St., W.1. Hunter 0542. [5864

PHILIP RICKARD, Ltd., offer:—

1958 Austin A35 2-door saloon, grey, heater, 2,000 miles, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

GUY SALMON AUTOMOBILES offer:—

1958 Austin A35 2-door saloon, palm green, 5,000 miles, whole car exactly as new and quite unmarked; £515.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

JARVIS OF WIMBLEDON, 100% B.M.C. dealers.

1957 A35 2-dr., black, 7,700 miles; £495 (B.M.C. warranty).
JARVIS & SONS, Ltd., S.W.19. Lib. 8221. Wim. 2526. [C2086

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., offer:—

1957 (Oct.) A35 2-door saloon, one owner, heater, 10,000 miles only; £485.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

1957 Austin A35, black; £485.—Odeon Motors, Ltd., Bar 1144. [C3128

1957 A35, 9,000 miles; £495.—Streatham Hill Motors, 54, Streatham Hill, Tul. 2221. [9382

1957 Austin A35 2-dr. sal., htr., one owner, good little car; £460.—L. F. Dove (C.V.), Ltd., 98, Lower Addiscombe Rd., Croydon. Add. 3131. [1168

1958 Austin A35, 4-door de luxe, blue, blue trim; £525.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2980 and 2678. [C2035

MAYFAIR GARAGES, Ltd.—March 1958 A35 2-door, light grey, o/o, 10,000 miles, almost new; £495.—Bishopsbridge Rd., W.2. Amb. 1061. [C3009

A35 4-door saloons, both one owner cars and covered by our parts and labour guarantee; £495 and £515 terms or exchange.—Burge & Inglis (Austin Agents) Willesden 4869 & 3934. [C4017

1957 Austin A35 (August registration) 2-door saloon, colour cream, red leather upholstery, genuine motor car, carefully used, low mileage, original tyres, loose covers, heater, taxed December 31st, sound mechanical condition; £485.
WRITE: N. V. Appleton Pty., Ltd., Liverpool Rd., Trading Estate, Slough, Bucks or Telephone Slough 25715. [9936

AUSTIN A35

XXX 1957 Austin A35 2-door saloon, finished in green, with green interior, heater, one owner, very low mileage; £485; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

495gns.—Austin A35 1957 saloon, Court grey, heater, overriders, one owner, exceptional, written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

AUSTIN TEN

1947 Austin 10hp, excellent body and interior, 5 good tyres, running order; £150.—Ladbroke 0328 after 6.30 p.m. [1238

1946 Austin 10 saloon, black, brown leather, sun roof, excellent, guaranteed; £235.—Newbery Cars, Ltd., Muswell Hill, N.10. Tudor 3394. [C3102

AUSTIN A40

H. A. SAUNDERS, Ltd.

1954 Austin A40 Somerset saloon, grey, blue upholstery, recorded mileage 18,812; £465.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

JARVIS OF WIMBLEDON.—100% B.M.C. dealers.

1954 A40 d/h coupe, light grey, leather, heater, immaculate; £425.
JARVIS & SONS, Ltd., S.W.19. Lib. 8221. Wim. 2526. [C2086

1950 Austin A40 Devon, radio, heater, outstanding condition; £345.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1953 A40 sports, blue, heater, recond. engine; £375.—8, Park Rd., Burgess Hill, Sussex. [9906

1953 A40 Somerset saloon, beige, heater, good condition; £385.—Harrison, Fremantle 1819. [C3059

1955 Austin A40 Countryman, grey, one owner; £425.—Western Motor Works, (Chislehurst) Footscray 1122. [C4127

1955 A40 Cambridge, heater, grey with grey interior; £515.—Campbell Symonds, Alperton 1515. [C1037

1952 A40 sports, new hood, heater; £395.—Sonerhill Motors, Ltd., Welling, Kent. Woolwich 4354. [1205

£399—Austin Somerset drop head '53, exceptional condition throughout; exchange and terms arranged.—Valentine 4674. [9032

£395—Austin A40 Somerset convertible, Cambridge blue, heater, exceptional; credit facilities.—The Hyde Motor Co., Colindale 7898. [C2133

£365—1955 (late) A40 Countryman, heater, immaculate condition.—Arnotts Garages, Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

1956 Austin A40 saloon, black, heater, must be the only A40 for sale fitted with our own floor gear change conversion; £525.—Castle's, Church Gate, Leicester 23831. [1054

1952 A40 estate car, many extras, magnificent condition; £330 or £88 deposit.—R.L.H. Motors, Ltd., 601/609, Kings Rd., Fulham, S.W.6. Ren. 4492/6647. [C3125

1952 (November) A40 Somerset, drop head coupe, fawn, excellent condition; £365.—Cattermoles (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1180

1951 Austin A40 4-door de luxe saloon, beige with beige leather upholstery, fitted heater, loose covers, taxed, one owner, in good condition for the year; £330.—John Claydon, Ltd., East Horsley. Tel. 400. [C1173

Austin A40 Cars Wanted

ROWLAND SMITH'S, the A40 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

AUSTIN A50

A1 at Brown's.

1956 A50 saloon de luxe, black, red interior, many extras, carefully used, practically unmarked; £565.
W. J. BROWN Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

H. A. SAUNDERS, Ltd.

1956 Austin A50 de luxe saloon, tweed grey, tan upholstery, recorded mileage 21,247, heater; £595.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

CROFTON GARAGES, Ltd.

1957 Austin A50 de luxe, radio, heater, one owner from new, finished in tweed grey, red upholstery, immaculate condition throughout; £595.—132, Whitechapel Rd., Bishopsgate 3393. [C1139

1954 (Nov.) Austin A50 Cambridge saloon de luxe; £525.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

1956 Austin A50 Cambridge de luxe saloon, leather and heater, excellent throughout; £550.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weedays 8 a.m. to 6 p.m. [C2008

1955 model A50, Chelsea grey, one owner, full warranty; £460.—Haskins, Ladbroke 1155. [C3027

1955 (Dec.) one owner, fitted heater, etc., black with brown trim; £485.—Weybridge 3263. [C1143

1955 Austin A50, one owner, heater, spotless cond.; £515.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

£465.—Austin A50, 1955 model, one owner, grey, red leather, fitted heater; a really nice car, bargain; terms, exchanges.—Put. 1770. [1092

AUSTIN A50

1955 Austin A50 saloon, specially finished in grey and black, as per A55, 24,000 miles, mint condition; £535.—Griffin Motors, Uxbridge 8331. [1204

1955 model Austin A50 d/l saloon, 2-tone grey/blue, heater, mirrors, road lamp, in nice condition; £455.—348, King St., Hammersmith, W.6. Riv. 2837-8. [C3130

£465—1955 model A50 saloon de luxe, blue, heater, immaculate.—Arnotts Garages, Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

Austin A50 Cars Wanted

ROWLAND SMITH'S, the A50 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

AUSTIN A55

A1 at Brown's.

1957 (June) Austin A55 de luxe saloon, dual grey, interior to match, many extras, beautifully kept and maintained, 10,000 miles only, must be seen to be believed at £725.
W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

H. A. SAUNDERS, Ltd.

1957 Austin A55 de luxe saloon, black, red upholstery, recorded mileage 16,780, heater; £735.

1957 Austin A55 de luxe saloon, court grey, blue upholstery, recorded mileage 7,687, heater; £745.

1958 Austin A55 de luxe saloon, palm green, green upholstery, recorded mileage 8,391, heater; £795.

1957 Austin A55 de luxe saloon, black, court grey flash, red upholstery, heater, recorded mileage 14,194; £735.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

J. DAVY, Ltd., Austin agents.

1957 Austin A55, heater and wing mirrors, well maintained, comprehensive guarantee; £685.

180—164, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. 68, North Row, Park Lane, W.1. Hyde 2511. Arlington St., Piccadilly, S.W.1. Hyde 3141. [C1069

PHILIP RICKARD, Ltd., offer:—

1958 Austin A55 de luxe saloon, grey, red, 3,000 miles, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1958 Austin A55 Cambridge de luxe saloon (manumatic), 2-tone green, green upholstery, radio and heater, 7,000 miles; £795.

1958 Austin A55 Cambridge de luxe saloon, 2-tone blue, blue upholstery, heater, 8,000 miles; £785.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

HENLYS offer with 4 months' guarantee:—

1957 Austin A55 de luxe saloon, one owner, grey with red interior; £745
HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [1181

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1957 Austin A55 Cambridge de luxe saloon, colour court grey/tweed grey, red upholstery, fitted spotlights, screen washers and clock, absolutely immaculate; £735.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

1958 (August) Austin A55 de luxe, two-tone cream and blue with blue leather, radio, heater, centre gear change, 5,000 miles only, as new; £795. [C1001

£775—1958 A55, radio, wing mirrors, etc., 7,000 miles.

£695—Austin A55, 1957 de luxe saloon, choice of 3.—Offord, 67, George St., W.1. Welbeck 6899. [C3115

1958 A55 de luxe, grey or blue, heater, radio, extras, 9,000 miles; £820.—Fuller's of Coombe, Kingston By-pass, S.W.20. Malden 3666-7 [C2115

1957 Austin A55 sal., grey, htr., one owner, mod. mlge., a really good car; £660.—L. F. Dove (C.V.), Ltd., 98, Lower Addiscombe Rd., Croydon. Add. 3131. [1167

1958 (March 25th), one owner, A55 de luxe saloon, tweed grey, red upholstery, 13,206 miles; £760.—Austin House, Highfield, Golders Green, London, N.W.11. Speedwell 0011. [C4004

XXX 1958 Austin A55, extremely good car, mileage under 10,000, one owner since new, finished in black with red interior; £765; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

XXX 1958 Austin A55 Cambridge de luxe saloon, heater, grey with red leather, an absolutely immaculate one ownership car, written guarantee; £765; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003

Austin A55 Cars Wanted

ALMOST new A55 required immediately.—Morley, 78, Cambridge Rd., Kingston. Kingston 6885. [W3016

AUSTIN 16 & 18

1949 Austin 16 Provincial hire car, in black, fitted reconditioned engine.—Hove 33077. [C4120

HEARSES, brochures available, we are building decks and bearers on the 16hp chassis; inspection invited.
ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN 16 & 18

CAR MART, Ltd.

SOLE London distributors.

OFFER with 6 months' guarantee.

£650—Austin 16 h.p. Hire car, reg. 1954/3.

CAR MART Ltd., 320, Euston Rd., N.W.1. (Euston 1212.) [C1039

AUSTIN A70

ELM AUTOSALES (MORDEN) offer:—

1952 Austin A70, black, brown leather, heater, excellent throughout; £365.—28-30, Abbotsbury Rd., Morden. Tel. Mitcham 7122. [C2087

HEARSES, brochure available. We are building a deck body on the A70 chassis, inspection invited. ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

1954-3 Herefords, all guaranteed; from £325.—Kings Motors, 1, High St., Hounslow 5532/2559. [C2049

AZ MOTORS offer 1951 Hampshire, radio, heater, gift; £325!—Palmerston Rd., N.W.6. Mal. 1723. [C1011

1953 Austin A70 Hereford, immaculate throughout, choice of 2, from £535.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

AUSTIN A90 & A90 (6-cylinder)

H. A. SAUNDERS, Ltd.

1955 Austin A90 de luxe saloon, beige, beige, green upholstery, recorded mileage 32,669, heater; £525.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

SWANMORE GARAGE, Ltd.

AUSTIN A90 Atlantic convertible, 1951, radio and heater, power-operated top, very fine chassis, any trial; £355.—"Wings," Winton, Christchurch. Tel. Bransgrove 353. [C4024

HENLYS offer with 4 months' guarantee:—

1955 Austin A90 saloon, black with red interior; £959.

HENLYS, Ltd., 958-964, High Rd., North Finchley, N.12. Hillside 6666. [1174

1956 Austin A90 saloon, one owner, grey with red interior; £645.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001. [C3039

G. & M. ALFREDS (1936), Ltd.—1956 A90 saloon outstanding condition, guarantee; 6-7, Warren St., W.1. Euston 3268. [C1005

1952 Atlantic hard top, 37,000 miles, heater, radio, carefully maintained, two owners; £425.—Upper Warlingham 2875. [9982

1952 A90 Atlantic, excellent mechanical condition, radio and heater; £375.—Carr Bros., High St., Purley Surrey. Tel. Uplands 4812. [1214

£355!!!—1950 Austin A90 hard top, in beautiful condition throughout, carefully used; choice also 1952 model in superb condition; choice also 2 convertibles.

LAMBS OF WOOD GREEN (Established 1897), 100 cars, 3 months' written guarantee; exchanges; low deposit terms to suit you.—421-423, High Rd., Finchley. Finchley 6222. [C2052

SEPT., 1955, Austin Westminster saloon, black with red hide, heater, etc., absolutely unmarked and as new, ex-police; £455.—1, Hectorage Rd., Tonbridge, Kent. Tel. Tonbridge 4152. [1114

1950 Austin A90 Atlantic convertible, pale blue, heater, recent new hood, clean; £295; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1094

1956 September A90 Westminster de luxe, one engineer owner, copious worthwhile extras, exceptionally good; £585, terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

Austin A90 Cars Wanted

AUSTIN A90 Westminster late 1955-6 wanted privately, subject to engineer's inspection test and report; up to £450 will be paid for first-class car—Box 0233. [1032

AUSTIN A95

WARWICK WRIGHT, Ltd., offer:—

1957 Austin A95 Westminster de luxe saloon, cream and blue, blue upholstery, heater, 9,000 miles; £825.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

!!! 1958 Austin A95 Countryman, as new throughout; !!! £1,095.—Pedigree Estate Cars, 340, Euston Rd., N.W.1. Euston 7889. [C3039

1958 (April) A95 de luxe, black with grey flash, immaculate; £895.—Sergeant & Collins, Bromley. Imperial 2242. [1231

1957 (August) Austin A95 saloon de luxe two tone green/green, leather, heater, etc., etc., moderate mileage, one owner taxed year, as new and guaranteed; £765.

ALTWOOD GARAGE, Aitwood Rd., Maidenhead. Tel. Littlewick Green 70. Evenings and weekends, Littlewick Green 3076. [C1107

XXX 1957 Austin A95 saloon, finished in dark blue with blue interior, well maintained by one owner since new; £825; written guarantee, terms, exchanges.—B. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

Austin A95 Cars Wanted

GEORGE NEWMAN & Co., require for cash low mileage Austin A95 cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023

AUSTIN A105

CAR MART, Ltd.

SOLE London distributors.

OFFER with 6 months' guarantee.

£1125—Austin A105 saloon (new type), heater, autobox, 8,000 miles, reg. 1958.

CAR MART Ltd., 320, Euston Rd., N.W.1. (Euston 1212.) [C1039

H. A. SAUNDERS, Ltd.

1958 Austin A105 de luxe saloon, black, red upholstery, recorded mileage 11,917, automatic gearbox, heater; £1,095.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

JAMES SPENCER, Ltd., offer:—

1957 Austin A105 de luxe saloon, fitted heater and overdrive, small total mileage, finished in dual grey with red leather interior, an extremely attractive car; £935.

JAMES SPENCER, Ltd., Broadway, Bexleyheath. Tel. Bex. 4263/4209 [C4134

1956 Austin A105 saloon, overdrive, one owner, grey with tan interior; £845.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001. [C3039

Austin A105 Cars Wanted

GEORGE NEWMAN & Co., require for cash low mileage Austin A105 cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023

AUSTIN A125 & A135

CAR MART, Ltd.

SOLE London distributors.

OFFER with 6 months' guarantee.

£1750—Austin A135 Princess L.W.B. limousine, heater, extras, reg. 1954.

CAR MART, Ltd., 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 5434. [C1039

1950 Austin Sheerline, radio, heater, excellent condition throughout; £535.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

A&S Ltd. A125 and A135 L.W.B. seven passenger cars. See under Limousines.

ALPE & SAUNDERS, Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges.) Mayfair 2941. [C1006

1950 Austin Princess saloon, one owner, special 2-tone, loose covers since new; £495.

1954 Austin Princess touring limousine, black and grey; £795.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

HEARSES! We are building deck and bearers on the Princess and Sheerline chassis. Inspection invited. ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

1950 Austin Sheerline, faultless condition; £325.—Spicers Car Sales. Tel. Hitchin 2037. [C4131

£295—Austin Princess saloon, radio, 1950; trade preferred.—Wesex Motors, Ltd., Wharf Hill, Winchester. Tel. 5386. [C4087

1950 Sheerline, requires slight body repair, otherwise good; £220.—Hillingdon Motors, Western Ave. Tel. Uxbridge 8588. [C2135

1951 Austin Sheerline, grey, all extra, good order; £325.—Over Haul Garages, Ltd., Staines Rd., Bedford, Ashford, Middlesex 5741. [1077

1955 Series L.W.B. Princess, leather throughout, widest forward occasionals, underseal, heater, radio, loose covers, one owner, private, black; £1,780.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. (near Baker Street Station). Welbeck 1124. [C1103

1952 Austin Sheerline, metallic grey/green, grey leather, one owner, radio, heater, etc.; £465, h.p. arranged.—John Jordan, Sandy, Beds. Tel. 271. [9741

1950 model Princess, black, brown hide, radio, loose covers, one titled owner; £420.—Austin House, Highfield, Golders Green, London, N.W.11. Speedwell 6611. [C4004

1950 Austin Sheerline de luxe saloon, black, natural hide interior, radio, heater, one owner; £350; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1094

JACK ROSE, Ltd., offer:— Princess saloon, registered May, 1953, in black and brown hide, two owners, excellent appearance, mileage recorded 37,000; accept £625.—Stafford Rd., Wallington, Surrey. Wallington 6677 [C3056

CAMDEN MOTORS for Austin Princess and Sheerline limousines, choice of 8 long wheel base 7-passenger models, Princesses 1955-6 from £1,995; Sheerlines 1951-1952 from £975, all one owner cars taxed privately and with 6 months written guarantee.

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Open until 8 p.m. Unrestricted hire purchase terms, exchanges. [C1035

1958 (April) Austin Princess l.w.b. limousine, servo brakes, electric division, occasionals, front and rear radio, front and rear heaters, chrome quarter rear windows, rear foot tests, black with blue-grey upholstery, 5,000 miles, cost £3,600; offered for sale owing to death of owner; this vehicle is as new in every aspect, no part exchange considered; price £3,000.—Tel. Otford (Kent) 636. [9977

Austin A125 and A135 Cars Wanted

ALPE & SAUNDERS, Ltd., require L.W.B. Limousines and Saloons in above average condition.

A&S Ltd., Providence Court, North Audley Street (Near Selfridges). Mayfair 2941 [W1006

XXX Excellent cash price offered for good Austin A125 and A135 limousines.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012 [W2005

AUSTIN HIRE CAR

A&S Ltd. 16hp Hirecars and 13-seater Omnicoaches. See under Limousines.

ALPE & SAUNDERS, Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges.) Mayfair 2941. [C1006

1950-51 Austin hirecars and FX3 taxis; from £285.—Viking 2874. [9903

CAMDEN MOTORS, The Limousine Specialists for Austin 16 hire car limousines, choice of 6 1949-1953, all 4-door models in leather with forward occasionals and division, passed by our works department and subject to our 6 months written guarantee.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Open until 8 p.m.; exchanges, unrestricted hire purchase terms; 450 other cars available. [C1035

Austin Hire Cars Wanted

ALPE & SAUNDERS, Ltd., require 14hp Hirecars in good condition.

A&S Ltd., Providence Court, North Audley Street (Near Selfridges). Mayfair 2941. [W1006

AUSTIN MISCELLANEOUS

1957 Austin A105 saloon, overdrive, 14,000 miles; £895.

1957 Austin-Healey 100/6 sports, heater, extras, 16,000 miles; £895.

BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3538. [C1027

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 2253. [0541/R

WISH to purchase baby type Austin coupe, complete; one requiring superficial bodywork repairs acceptable.—Box 8942. [9158

Austin Spares and Service

FOR Austin.—Wimbledon for everything Austin; spares pre-war and post-war exchange units from stock; also 5.4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 9 p.m.; night spares service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 89, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3565. [0232

AUSTIN spare parts.

STOCKS for all models cars and trucks.

S. G. SMITH (MOTORS), Ltd., for Austin spares and service.—13-19, East Dulwich Rd., S.E.22. New Cross 4444. [0374/R

THE CAR MART, Ltd.

LONDON distributors.—Spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and 16, Uxbridge Rd., Ealing, W.9 (Ealing 6660); and 352, Streatham High Rd., S.W.16 (Streatham 0054); 163, Bromley Rd., Catford, S.E.6. (Hither Green 6111.) [0160/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & COMPANY, Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0500/R

AUSTIN spares, all models, keenest prices.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 7200. [0468/R

HAMMERSMITH, W.6.—Rogers Garages, Wellesley Ave., W.6. Riv. 2644. Engineers, sales and service. [83064/R

TANNER BROS. (1016), Motorworks and Coachworks, appointed B.M.C. repairer, 871-5, Fulham Rd., S.W.6. Renown 4494-6. [0896/R

AUSTIN 7 spares any year, any part, largest stockists in U.K.; exchange units; try Northwood's first.—Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Bedfont, Feltham, Middlesex. Tel. Feltham 6644 (5 lines). [0399/R

C. G. NORMAN (VICTORIA), Ltd., authorised Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. [0271/R

PRYNN & STEVENS, Ltd., the South London Austin depot.—Full range of parts and units in stock; exchange engines; gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to B.M.C. exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0164/R

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NAYLOR & ROOT, Ltd. (Established 1920).

'54 Ivory, black hide, heater, overdrive, any trial; £565.

CLAPHAM Junction, S.W.11. Battersea 2258. [C3062

DENHAM MOTORS (EAST MOLESEY), Ltd., offer:—

AUSTIN-HEALEY Sprite, 2-seater, powder blue, all extras, immediate delivery, under list price, unrepeatable.—Molesey 5485. [9707

AUSTIN-HEALEY Sprite, 300 miles, cost, with extras, £726/10; accept £650 or £65 deposit; exchanges.—Mec. Presteigne 386 [1019

AUSTIN-HEALEY BN1, overdrive, 1955 model, new battery, heater, spotlamp, green; offers around £520.—70, Antrobus Rd., Sutton Coldfield. [1161

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN-HEALEY

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041

SCOTLAND: The Hillhead Automobile Co., Ltd., 11, Gibson St., Hillhead, Glasgow, W.2. Tel. Western 6666 and Western 6576. The Austin-Healey Specialists. [0511/R

SPRITE, 1958, 500 miles only, 1 month old, fitted heater, tonneau cover, overriders, too small for owner, colour white with red trim; £645.—Weybridge 3265. [C1143

AUSTIN-HEALEY 100-6, April 1957, works hard top model, blue and ivory, blue interior, soft top and tonneau, overdrive, heater, twin spots, 20,000 miles; £985.

COOPER BROS. (STOCKPORT), Ltd., Precision Works, Shrewsbury St., Stockport. Tel. Sto. 4876. [9954

SPRITE, blue, 4,000 miles of careful driving, heater, overriders, laminated screen, rev. counter, screen-washers, tonneau cover; £670.—Flying Horse, Kegworth, Derby. [9967

1957 (Oct.) Austin-Healey 100/6, 8,000 miles only, cream/maroon, o/d, wire wheels, all new Michelin X tyres, radio, chrome luggage carrier, one owner; £975.—C. D. Bramall, Ltd., Queens Rd., Sheffield, 24096-7. [1228

1954 Austin-Healey 100 BN1, red/red leather, radio, heater, overdrive, twin spots, wire wheels, tonneau cover, immaculate condition, very attractive car; £595.—Clubman Autos, Ltd., 138-142, High St., Tooting, S.W.17. Balham 3484. [C1161

1955 100 sports, red and black/red hide, extras; overdrive, heater, chrome luggage rack, wing mirrors, spot lights, many others, immaculate; £630.—Central Basingstoke Motors, Brook St., Basingstoke 2468. [C1157

1958 Austin-Healey 100/6, Healey blue, 5,000 miles only, heater, radio, twin spots, one owner, £1,075.—A. R. Fair & Son, Ltd., Castle St., Tyldesley, nr. Manchester, Atherton 59 (day), 931 (night). [1261

AUSTIN-HEALEY 1955 series, all extras including overdrive, wire wheels, heater, two-tone black with red and special rear seat conversion; whole car in immaculate condition throughout, having only covered nominal mileage from new; £575.—Catshill Garage, Catshill, Bromsgrove, Worcestershire. Tel. Bromsgrove 2256. [9856

1957 Austin-Healey 100/6 2-seater sports, green and cream with black interior, chauffeur maintained in superb condition, used only as a town runabout, 8,000 miles covered, with heater, twin pass lamps, full tonneau, etc.; £975 no offers; available for inspection central London.—Tel Grosvenor 1526 after 7 p.m. or write Box 0202. [9935

1955 (June) 100-4, guaranteed mileage 13,000, cream and red, removable tailored picnic table, expensive hood and tonneau cover, sliding side windows, ocelot seat covers, washers, overdrive, twin reversing lights, Michelin X tyres, etc., impeccable condition, engineer's inspection welcomed; £685.—Milford Motor Co., Vulcan St., Liverpool, 3. Central 4481-2-3. [1004

Austin-Healey Cars Wanted

ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

ALMOST new Austin-Healey required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016

J. H. BARTLETT.—Consult us before selling or exchanging your Austin-Healey.—27, Pembridge Villas, W.11. Bayswater 0523. [W1015

BENTLEY (3½, 4¼-litre and New 4½-litre)

H. C. PAUL, Ltd.

1956 Bentley Continental Park Ward saloon, 16,000 miles, grey, loose covers and many extras; £5,150.

1956 (Oct.) Bentley S type saloon, silver grey and Tudor grey, grey interior, 10,000 miles; as new; £4,250.

1954 Bentley automatic Freestone & Webb wide-body 4-door saloon, black and grey, 38,000 miles; £2,975.

1952 Bentley standard steel saloon, big bore, black, brown, 51,000 miles; £1,650.

1952 Bentley standard steel saloon, grey and blue, grey interior, exceptional order; £1,550.

1950 Bentley Freestone & Webb 4-door saloon, black, blue grey interior, very exceptional condition throughout; £1,650.—32, Bruton Place, Berkeley Sq., Mayfair 0821. [C3040

MANN EGERTON.

1956 Bentley H. J. Mulliner Continental sports saloon, black with brown hide, 29,000 miles; £5,100.

1956 Bentley H. J. Mulliner Continental sports saloon, shell grey with green hide, 27,000 miles; £5,100.

LATEST and most attractive hire-purchase facilities available.

14, Berkeley St., W.1. Hyde Park 2073. [C2006

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1958 S series saloon with power assisted steering, 8:1 com., steel blue with pale blue hide; £5,200.

1957 S series standard saloon with power assisted steering and 8:1 com. with complete Harold Radford Countryman adaptations, duo-grey with blue hide, 11,000 miles; £6,250.

1957 Continental 2-door saloon by H. J. Mulliner with synchromesh gears and power assisted steering, 6,800 miles, one owner; £6,750.

1957 S series standard saloon with power assisted steering, black and sand with tan hide, 17,600 miles; £4,650.

1957 S series saloon with power assisted steering, shell and tudor grey, red hide, one owner, 18,400 miles; £4,550.

1955 S series saloon by Hooper, velvet green and shell grey, grey hide, one owner, 30,000 miles; £4,250.

1954 R type standard saloon, tudor grey, grey hide, one owner, 26,000 miles, immaculate car; £2,950.

OFFICIALLY Appointed Retailers, 17, Berkeley St., W.1. Tel. May. 9060. [C4133

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LARGEST official retailers in the world; please write for stock list.

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PB Ltd., offer:—

1951 4¼-litre standard steel saloon, Tudor grey with red leather.

1951 4¼-litre standard steel saloon, royal blue with blue-grey leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033

JACK SMITH offers:—

1954 Bentley R type, automatic, velvet green/grey, nominal mileage, outstanding condition; £2,450.—23, Bruton Place, Berkeley Sq., London, W.1. Tel. Mayfair 0661. [C4082

SWANMORE GARAGE, Ltd.

1934 3½ sports saloon, by H. J. Mulliner, a fine example of a rare model; £375.

1938 4¼ sports saloon by Park Ward, a well-above-average specimen with a good history; £585.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43344. [C4024

R. HARDY & SON offer:—

1953 model Bentley R type saloon, black, brown upholstery, excellent condition throughout, history available; £1,895.—52-55, Marylebone High St., W.1. Hunter 0942. [9246

FRANK DALE, Ltd., offer:—

1935 3½ H. J. Mulliner sports saloon; £395.

54 Bathurst Mews, Sussex Place, W.2. Pad. 5667. [C1177

KJ MOTORS, Ltd., offer:—

1955 Bentley S-type saloon, in pearl black with grey hide upholstery, fitted with the standard equipment of automatic gear box and radio, a one-owner car in immaculate condition; £3,495.

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MASCOT MOTORS, Ltd., offer:—

1936 4¼ Bentley Mann Egerton sports saloon, black and grey, grey leather, just overhauled.

237 Kensal Rd., London, W.10. Ladbroke 1231-2. [C3007

WESSEX MOTORS, Salisbury, offer:—

1955 Bentley S type saloon, dual grey, beautiful car in immaculate condition, small mileage, 26,000; £3,500. Also in stock new R Bentley saloons, choice of colours available.

TEL. Mr. Moules, Salisbury 3275. [N4087

MAYFAIR CARRIAGE COMPANY offer:—

1951 Bentley Mark VI standard saloon, dual grey, every extra, history available, exceptional condition; price £1,295.—The Hyde, Edgware Rd., N.W.9. Tel. Colindale 8082. [9942

JAMES TAYLOR AUTOMOBILES offer:—

1949 type Bentley Mk. VI SS 4-door saloon, in 2-tone grey/grey hide interior, radio and heater, taxed, beautiful condition throughout; £975.

FINDON Rd., Worthing, Sussex. Findon 3022. [C4027

WEYBRIDGE AUTOMOBILES offer:—

1947 Bentley Mk. VI saloon, black, brown hide, a very good condition; £895.

1949 Bentley Mk. VI saloon, Tudor grey over shell grey, grey hide, just respayed, immaculate condition, good tyres, three owners; £1,125.

1951 Bentley Mk. VI saloon, grey over champagne, beige hide, replacement engine, a very pretty car in good condition, full history; £1,400.

1956 Bentley S series saloon, black pearl, grey hide, under 12,500 miles, one owner, in almost new condition; £4,250.

1956 Bentley S series saloon, black, tan hide, 18,000 miles, in perfect order; £3,950.

WEYBRIDGE AUTOMOBILES Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094

1953 (Nov.) Bentley Mk. VI R type saloon, automatic; £1,995.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

BENTLEY (3½, 4¼-litre and New 4½-litre)

1950 Bentley, 48,000 miles, one owner.

1937 Bentley 4¼, black and grey, beige interior body by Hooper, taxed Dec.; £395.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 3430. [C1150

COMMERCE MOTOR COMPANY LIMITED offer:—

1956 Series Bentley S Type (automatic) saloon, in dual grey with grey interior, 14,000 miles only, radio, etc., in faultless condition throughout, Director's car; £3,750, terms/exchanges welcome.—337, Euston Road, London, W.1. Tel. Eus. 7277. [C1170

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38000 miles only.—1953 Bentley R type, big boot, T.N. synchromesh gear box, finished midnight blue with dove grey hide interior, fitted with new tailored mink seat covers, radio and heater, taxed, excellent tyres, exceptional history, absolutely as new in every respect; £2,500.—Molesey 5485. [9708

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1939 overdrive H. J. Mulliner razor-edge saloon de luxe, sun roof, radio, heater, many extras.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288 [C3060

1953 R-type Bentley SS, 46,000 miles, history available.

1936 3½-litre P. Ward saloon, VG mechanical condition, serviced by us.

NEW H.P. terms available on above.—M. Mostyn, Speedwell Garage, Whitton, Twickenham, Middlesex. Popesgrove 3770. [1259

1953 Bentley standard steel saloon, immaculate.—High Wycombe 3113. [C2129

1950 Bentley Standard Steel saloon, duo grey, in good condition, taxed.

MOTORS & PLANT (PETERBOROUGH), Ltd., Newark Rd. (off Oxney Rd.), Peterborough, Northants. [T9011

NEWBURY MOTORS (WORCESTER), Ltd., official retailers of Rolls-Royce and Bentley cars.

1950 Bentley 4¼-litre 2-door saloon by James Young, dual grey with beige upholstery, 3,000 miles since engine reconditioned.

1951 Bentley 4¼-litre saloon, Tudor grey with red upholstery, recently overhauled, one owner.

1952 (October) Bentley 4¼-litre saloon (big bore engine), black with blue upholstery, recent engine overhaul, two owners.

NEW cars available from stock.

NEWBURY MOTORS (WORCESTER), Ltd., Foregate St., Worcester. Tel. 2361. [C3146

£925.—1948 Mulliner lightweight sports saloon, immaculate, perfect chassis, bills for over £1,000 at makers.—Hampstead 7871. [1226

£165 o.n.o.—Sports saloon, 1935, mechanically good, minor repair wings, heater, taxed, etc.—Speedway Motors, Worthing 7640. [1111

1936 Bentley 4¼-litre H. J. Mulliner sports saloon; £385.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110/2

1956 S type Bentley saloon, 5,500 miles, black, full history; £4,250.—H. L. Bundell, Christchurch Rd., Folkestone 2726. [C1108

1951 Bentley Mark VI, big bore, 55,000 miles; £1,295.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110/1

1935 Bentley 3½-litre saloon, Mann Egerton, heater, guaranteed; £240.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1949 Bentley Mark VI steel saloon; £885.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110

1936 Bentley 4¼-litre, aluminium Park Ward body in brilliant original condition; 465gns.—Spicers Car Sales. Tel. Hitchin 2037. [C4131

1954 Bentley, standard steel, black, type R, automatic transmission, radio, etc., history; £2,485.—Odeon Motors, Ltd. Bar. 1114. [C3028

1949 Bentley Mark VI, black; £975.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow. Potter St. 121. [C3036

CASS'S MOTOR MART.—1937 (Dec.) Bentley 4¼ saloon, black and cream; £550; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1954 (September) Bentley R type standard steel saloon, Tudor grey, one owner, automatic gear box chassis number B64YD; £2,600.

SCHOFIELD'S GARAGES, Manchester Rd., Bury, Lancs. Tel. Whitefield 2404. [8834

1954 Bentley Continental H. J. Mulliner, midnight blue, red leather, magnificent condition; £3,650.

1949 drop head coupe by H. J. Mulliner, engine overhauled and car respayed at a cost of £300; whole car in immaculate condition; £1,495.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1949 Bentley Mk. VI S.S. saloon, grey/blue hide, radio, heater, etc., good history and in excellent condition throughout.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

1955 Bentley R type automatic saloon, finished shell grey with grey hide, 52,000 miles, one owner; £2,350.—Castle's, Church Gate, Leicester 23831. [1055

AUTOMATIC Bentley R-type standard steel saloon, Oct. 1953, one owner, works maintained; £2,295; part exchange considered.—Fuggle, Bushey Heath 1685. [C2017

1954 R type automatic Bentley, 37,000 miles, immaculate; £2,495.—Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Tel. Hoddesdon 4567. [C3001

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1953 R type, midnight blue and tan interior, showroom condition, supplied and serviced by us; £2,000.

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THE above cars carry our guarantee.

PART exchanges, credit facilities.—London Rd., Derby. Also Bentley House, London Rd., Leicester. Tel. Derby 47471. Leicester 59685. [C4075

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BENTLEY, 1937, full history, body excellent, upholstery as new; overhauled at cost £450; tyres, battery, etc., all excellent; offered at £595.—Godley, Madeira Hotel, Falmouth 140. [9526

1951 Bentley standard steel saloon, finished in duo-grey, in exceptional condition throughout; £1,195.—Harry Martin, 23, Devonshire Place Mews, London, W.1. Welbeck 3294. [C3092

1955 (December) S type Bentley, duo-grey, in new condition and only 26,000 miles; £3,550.—Harry Martin, 23, Devonshire Place Mews, London, W.1. Welbeck 3294. [C3092/1

1938 Bentley Park Ward saloon, new battery, good tyres, new spare, mechanical and body condition good, little used; £330.—Escott, Smithfield Market, Manchester. Dea. 5204. [1137

1956 (April) S Bentley saloon, finished Tudor grey, with light blue hide interior, one owner from new, genuine 15,000 miles, Bentley maintained, chauffeur driven, as new; £3,950.

WADHAMS, Ltd., 41, Castle Rd., Southsea. Tel. Ports. 27321. [9952

1958 (March) Bentley S series saloon, midnight blue with blue leather, power-assisted steering, 8:1, 2,500 miles only.—Rippon Bros., Ltd., Huddersfield, Bradford, Leeds & Sheffield. [C3100

1937 4¼-litre Bentley, dual colour grey, immaculate condition, mechanically excellent, radio, heater; £575.—Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 3671-2. [C1080

BENTLEY, big bore, 1952 (August), black/grey, over £100 just spent at Bentley Motors on checkover, superb condition, all extras; £1,450.—Poland Street Garage, 51, Poland St., W.1. Ger. 9010. [C3136

1952 series Bentley SS sal., big bore, small boot, just received £500 overhaul at manufacturers, perfect cond., guar.; £1,545.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050/1

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1938 Bentley 4¼-litre sports saloon, similar model with Park Ward 4door bodywork, April 1938 delivery, completely recellulosed last week, spotless bodywork, interior and chrome, mechanically, superb; £465.

450 others cars available; write for fully descriptive priced catalogue.

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1951 Bentley Mark VI 4¼-litre saloon, recent pistons and big end fitted, duo black and grey, with brown leather upholstery, fitted radio, heater, new tyres all round.—Francis Motors, 393, Humberstone Rd., Leicester. Tel. 66304. [C2131

1951 (May) Bentley SS sal. with bench type front seat and division, ex. app. and order, 2 owners, perfect history, dark green with beige leather, written guar.; £1,245.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

1938 Bentley 4¼-litre LS series semi-razor-edged sports saloon, very modern in appearance with sweeping tail and boot, immaculate black cellulose, brown hide upholstery, walnut dashboard and door fillets, fitted radio, Windtone horns, spot lamps and extra tyres, truly perfect condition by any standard; £525.

HARTLEY & MIDGLEY, Ltd., 39-40, Old Steine (oposite Palace Pier), Brighton. Tel. 28102. [1056

1936 (June) Bentley 4½-litre Thrupp & Maberly sunshine roof sports saloon, fitted large rear boot, finished in unblemished black with navy blue leather interior, fitted heater, Ace wheel discs, chrome pass lamp, exterior mirror, etc., tested and very fine example, with superb lines and magnificent performance; £365; terms.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 8. Pendleton 3457. [C3000

XXX 1951 (July) Mark VI Bentley superb drop head 4-seater coupe by Park Ward, this outstanding example has really exquisite lines with full-flow wings, and is most fully equipped with power-operated hood, radio, heater, luxurious interior appointments and full-flow engine, finished in polychromatic gunmetal grey with pale grey hide upholstery, a new folding hood has been fitted recently, and it is quite immaculate, a most distinctive car offered at the realistic price of £1 755; terms, exchanges.—H. F. Edwards, 154 Great Titchfield St., London, W.1 Langham 0012 [C2005

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53304 miles only.—1949 Bentley, in 1954 condition, most elegant 4-door sports saloon, very exceptional in every detail, sale or exchange; offers please for early disposal; distance no object.—Bambers, Ltd., 55, Liverpool Rd., Southport. Tel. 66161. [9762

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CASS'S MOTOR MART require good Bentleys.—5, Warren St., W.1. Rus. 4110/3525. [W1040

J. H. BARTLETT require Bentley tourer, 3- or 4¼-litre.—27, Pembridge Villas, W.11. Bayswater 0523. [W1015

R-TYPE T.N. series, low mileage.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3045-6. [W1046

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URGENTLY required, unlimited number of 1935-50 sports saloons and coupes, immediate cash settlement; please forward full details.

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WEYBRIDGE AUTOMOBILES, Ltd., official retailers, attractive prices paid for low-mileage post-war Bentley cars.—Queens Rd., Weybridge. Tel. 2233. [0540/R

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BARNSDALE Yard, off Elgin Ave., W.9. Cunningham 5936-7-8. [0593/R

JACK COMPTON, Ltd., the Bentley specialists, personal service.—80, High St., West Norwood, London, S.E.27. Gipsy Hill 3265. [T9128

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ARNESTON MOTOR Co., London distributors. Showrooms, 28 Albemarle St., London, W.1. Spares and service: Steel's Rd., Haverstock Hill, N.W.3. [S1109

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GEORGE CLARKE pay most for Bonds.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [T9124

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PART exchanges welcomed and confidential credit terms arranged.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., London, S.W.5. Fre. 3241-3. [C3064

REG. TIMMS, your Beds and Bucks distributors, offer:—

ALL new models from stock and the following fully guaranteed used models.

1958 model Borgward estate car, silver grey and red, 6,000 miles only; £1,135.

1957 (July) Borgward TS75 saloon, dark blue metallic with dark blue interior, one owner, nearly £100 worth of extras, truly wonderful history, negligible mileage, cost over £1,500; £1,175.

1955 Borgward Isabella, cherry red and beige, completely overhauled; £775.

DEMONSTRATIONS anywhere, any time; hire purchase, part exchanges.

16 North St., Leighton Buzzard, Beds. Tel.: Showroom 4561; office 2496. [C4140

1957 Borgward TS75, lead blue, low mileage; £1,050.—Union Garage. Tel. Wakefield 2193. [1263

!!! 1954 Borgward diesel estate; £595.—Pedigree Estate Cars, 340, Euston Rd., N.W.1. Euston 7889. [C3095

RODNEY HOWARD & Co., Ltd., sole London distributors for Borgward, offer all new models from stock, including:—

1958 Borgward 2400, silver grey with black and white piped Luxhide upholstery, fitted radio and heater, sliding sunshine roof, 6,000 miles only, in brand new condition; this magnificent vehicle cost £2,500 new, is now offered at £1,995.

1957 Borgward TS75, silver grey, red interior, in excellent condition; £1,095.

1956 Borgward TS75, Madeira grey with red upholstery, fitted radio, heater, etc., cost £100, in most beautiful condition throughout; £975.

1956 Borgward Combi estate car, silver grey, one owner from new, host of extras, in immaculate condition; £995.

1955 Borgward 60, grey with red upholstery, fitted radio, new tyres, just resprayed, first-class condition; £795.

1955 Borgward 60, nylon grey, red roof, whitewall tyres, rim-embellishers; £815.

DEMONSTRATIONS anywhere, any time; hire purchase; part exchanges.—16, Albemarle St., London, W.1. Hyde Park 7166/1527. [C2136

DIESEL Borgward estate car 1954, 50 mpg, beautiful condition, radio, heater; £495 o.n.o.—London, Riverside 6538. [9905

£595, £595, £595.—1955 Borgward Isabella 60 saloon, r.h.d., heater, low mileage, two tone.—Whites (Farnborough), Ltd., Farnborough, Hants. Tel Farnborough 1345. [9968

1955 Borgward Isabella, special duo silver/blue exterior, beige upholstery, fitted special twin spots and reversing light, turbo discs, etc., low mileage; £750.—Griffin Motors, Uxbridge 3331. [1205

£798.—Borgward Isabella 1956/6 (Dec.), pastel duo-tone, beautifully maintained, heater, leather, spots, etc., choice 2, many others, A.A. or R.A.C. exams. welcomed, exchanges, H.P.—Benmotors, 1, Clarendon Rd., W.11. Park 5066-7 (50yds Holland Park Tube.) [C1017

WM.—1956 Borgward Isabella TS saloon, silver grey, mileage 20,000, most expensive H.M.V. radio, Michelin X tyres, many other extras, whole car in virtually new condition; £925.—Welbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

Borgward Cars Wanted

RODNEY HOWARD & Co., Ltd., are interested in all good used Borgwards.—16, Albemarle St., W.1. Tel. Hyde 7166. [0965/R

BRISTOL

R. F. FUGGLE, Ltd., distributors for Bristol cars.

ALWAYS available, a few carefully selected second-hand Bristols, Types 401, 403 and 405; please apply for further details.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685 [C2017

1954 Series Bristol 403 sports saloon, fitted radio, nominal mileage, one owner from new; £1,195.

THOMPSON DOXEY, Ltd., 109-159, East Bank St., Southport. Tel. 56954-5-6 [C4120

1957 Bristol 405, 28,000 miles, factory fitted disc front wheels, one owner; £2,200 or near offer.—Reply, Box 0176. [9910

403 Bristol late 1955, with radio, turbo wheel discs, twin spots, seat covers, maroon with grey leather, a most immaculate car; bargain £1,000.

1956 Bristol 405, only 17,000 miles, H.M.V. radio, chrome wheels, absolutely as new, owner buying 406; £2,150.—John Alcock, Valley St., Biddulph, Stoke-on-Trent. Tel. Biddulph 3174. [1008

BRISTOL 405, 1956, B.A.C. director's car, works maintained from new, Cambridge grey, overdrive etc., specimen.—Tel. Weston-super-Mare 1655 after 7.30. [1226

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

ANTHONY CROOK, largest distributors in the world.

406 demonstration car now running; in view of the number of runs now being given perhaps you would 'phone beforehand to ensure that the car is available

405 choice of 8 4-door saloons

403 choice of 4 2-door streamlined saloons

402 drop head coupe, red.

401 2-door streamlined saloons; choice of 5.

400 saloons; choice of 8.

SPECIAL hp rates, normal insurance.—High St., Esher. Tel. 4580, and The Roundabout, Hersham, Walton-on-Thames 687 [C1063

1954 Bristol 403, B R green, new set Michelin Xs fitted, one owner, immaculate condition; £1,400.—Box 0260. [1164

1955 Bristol 403, very wonderful condition, £1,675; 1955 Bristol 405 4-door wanted; letters only please.—Bristol Owner, c/o Ottershaw Garage, Priory Rd., Bournemouth. [1018

1953 Bristol 403 saloon, fitted heater, radio, moderate mileage, well maintained, excellent condition; £1,095; terms.—Philip Foster, 106, High St., Uxbridge. Tel. 4202. [9657

J. H. BARTLETT.—Bristol Farina drop head coupe, very rare and attractive car, cost new approx. £4,500; now offered at £975.—27, Pembridge Villas, W.11. Bayswater 0523. [C1013

401 Bristol Oct. 1950 saloon, perfect condition, fitted radio, Michelin X tyres, wing mirrors, Screenclean unit, one owner; £650.—Chapel House Garage, Ltd., Stockport. Tel. Heaton Moor 3232/3. [9993

CEDAR SERVICE STATION, Ltd., Fareham, Bristol distributors, Hants, Dorset and Wiltshire, welcome your inquiries for new and second-hand Bristols; part exchanges, deferred terms.—Tel. Fareham 2277. [0996/R

BRISTOL 401, Dec. 1949, excellent condition, new battery, tyres, carburettors, indicators, seat covers, cellulosed maroon, heater, radio; £645 or offer.—P. Sutcliffe, Greystones, Birkby Hall Rd., Huddersfield. Tel. 479. [1199

1956 Bristol 405 Abbott convertible coupe, blue, red leather, radio, heater, 23,000 miles only, immaculate condition; £2,350.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

BRISTOL 401, 403 modifications, Bristol green, beige interior, twin heaters, H.M.V. push-button radio, twin speakers, Michelin X tyres, wing mirrors, many accessories; maintained to Bristol specifications, new furnishings, 34,000 miles, peak performance, private owner; £1,175 credit available.—Box 0269. [1230

Bristol Cars Wanted

ANTHONY CROOK, largest cash buyers.—Esher (Tel. 4580), Surrey. [W1063

ROWLAND SMITH'S, the Bristol buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

J. H. BARTLETT.—Consult us before selling or exchanging your Bristol.—27, Pembridge Villas, W.11. Bayswater 0523. [W1013

Bristol Spares and Service

ANTHONY CROOK, largest and most comprehensive service and spares organisation outside the factory.—Hersham, Near Walton-on-Thames (Tel. Walton 687). Service closed noon on Saturdays. [S1063

R. F. FUGGLE, Ltd., Bristol spare parts and Service.—Bushey Heath, Herts. Tel. 1685. [S2017

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

Bugatti Cars Wanted

J. H. BARTLETT require Bugatti in good condition.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

Bugatti Spares and Service

SPARES only.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677 [0071/R

BUICK

SCOTT CARS.

1952 Buick Super Dynaflow, radio, heater, really immaculate.

1951-2 Buick Special saloon, radio, heater, absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

£175.—Buick 7-passenger limousine, 1937, in really outstanding condition throughout, black with cloth trim, excellent tyres; terms.—Put. 2770. [1090

Buick Cars Wanted

THE Buick buyers.—See under American Cars.

SIMPSON'S.—Wem. 8691/3903/4422. [W4015

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121 [0303/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

1951 Cadillac luxury conv., fully automatic throughout, heaters, radio; £395.—Mac. 5129 [1014

CADILLAC

SCOTT CARS.

1956 (October) Cadillac Fleetwood 60 Special, automatic, power steering, power brakes, power windows and seat, self-seeking radio, heaters, absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

Cadillac Cars Wanted

THE Cadillac buyers.—See under American Cars.

SIMPSON'S.—Wem. 8691/3903/4422. [W4015

JOE THOMPSON (MOTORS), Ltd. require Cadillacs—91-95, Fulham Rd., S.W.3. Kensington 4859. [4028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Cadillac Spares and Service

CADILLAC sole concessionaires; Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SCOTT CARS.

1958 Chevrolet Bel Air 2-door pillarless hard top, 4,000 miles, absolutely as new.

1950 Chevrolet, right-hand drive, radio, heater, excellent condition, choice of two; from £395.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

RICHARD & GATEN, Ltd.

1957 Chevrolet Bel Air pillarless saloon, electric windows, power steering and brakes, radio, heater, cost £3,000; £1,775, deposit £300.—9/13, Catford Hill, S.E.6. Forest Hill 8394 [1200

1955 Chevrolet sedan, immaculate, one owner, 21,000 miles, offers for quick sale.—Colton, Byfield, Rugby. [1127

CHEVROLET, 1953 model, radio, heater, maroon, white, new condition; £570.—Western 9699 evenings. [1146

1951 Styleline de luxe, automatic transmission, radio, heater, every extra, two careful owners only, regularly serviced, excellent condition; £450.—Box 0252. [1031

Chevrolet Cars Wanted

THE Chevrolet buyers.—See under American Cars.

SIMPSON'S.—Wem. 8691/3903/4422. [W4015

Chevrolet Spares and Service

CHEVROLET.—Concessionaires for the United Kingdom, hold good stock of spares; same day service.—B. & C. Concessions, Ltd., 46-50, Gloucester Ave., Regent's Park, N.W.1. Primrose 0161. [0677/R

Chrysler Cars Wanted

THE Chrysler buyers.—See under American Cars.

SIMPSON'S.—Wem. 8691/3903/4422. [W4015

Chrysler Spares and Service

BLUE STAR GARAGES, Ltd.

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555 [T9131

CITROEN

LEX. The Ace.

CITROEN distributors London, N.W.10, and County of Hertfordshire, offer the largest selection of used Citroens in the country

FOUR months' warranty.

1957 Citroen DS19 saloon, Thundercloud grey and maroon.

1956 Citroen 2cv saloon.

1954 Citroen L15 saloon, choice of colours.

1953 Citroen Family 15 saloon, black.

1952 Citroen L15 saloon, choice of colours.

1951 Citroen L15 saloon, green.

1950 Citroen L15 saloon, grey.

1948 Citroen L15 saloon, grey.

1947 Citroen L15 saloon, maroon.

LEX. The Ace, North Circular Rd., London, N.W.10. Elgar 5585-9. Week-days 9 a.m. to 7 p.m. or by appointment [C3134

CNK MOTORS offer:—

1955 Citroen Light 15, black, sun-roof, as new; £645.

1953 Citroen Light 15, sunset grey, choice of 2 specimens from £495.

1952 Citroen Light 15, grey, outstanding; £425.

1949 Citroen Light 15 choice of 2 from £385.

1948 Citroen Light 15, blue, one owner, showpiece; £345.

CURRENT H.P. terms, exchanges, 3 months' guarantee.

CNK MOTORS, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

T. W. HOLLIDGE, Ltd., Citroen agents, sales, service.—64, London, Rd., Kingston 6201-2-3. [C2124

WORTHING MOTORS, Ltd., always have guaranteed used Citroens.—Broadwater Rd. Tel. Worthing 71. [0702

CITROEN

CONNAUGHT ENGINEERING offer:—

1950 Citroen Big 6, respraved in metallic green with red interior, fitted with spot lights, heater, etc., very nice example of this sought-after car; £295.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1132

T. N. KENDALL & Co., Citroen agents, sales and service.—26-30, Portman Close, W.1. Welbeck 4732. [2739

J. H. BARTLETT offers Citroen ID19 saloon, grey and red, 3 weeks old, 500 miles only; £1,375.—27, Pembridge Villas, W.11. Bayswater 0523. [C1013

CITROEN Light 15, September 1950, black, sun roof, in well preserved original condition, quick sale; £310.—Shepperton Garage, Station Approach, Shepperton, Walton-on-Thames 2411. [1085

1951 (October) Citroen 15 saloon, maroon, with red interior, chrome and paint work without blemish, outstanding example; £345.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 3430. [C1150

C. G. NORMAN (WESTMINSTER), Ltd., Citroen sole distributors for London, Essex and Kent, service, spares and replacement units; fully guaranteed used models, at competitive prices, always in stock.—51, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

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ROWLAND SMITH'S, the Citroen buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

CNK MOTORS urgently require Citroens, all models.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052

Citroen Spares and Service

SOUTH of the Thames.

SALES OF CROYDON, distributors and specialists for over 25 years; repairs, overhauls and spares. Tel. Croydon 3131-2. [0187/R

LEX GARAGES, Ltd., Ace Corner, North Circular Rd., N.W.10. Elgar 5585-9.

COMPREHENSIVE range of Citroen spares in stock and specialised service and maintenance. [S3134

SHRIMPTONS MOTORS, Ltd., distributors, W.4. Sales, spares and service: 137-143, High Rd., Chiswick, W.4. Chiswick 6159 and 2065 (night). [0727/R

CITROEN sales and service by highly skilled and experienced mechanics of long standing.—B. & M. Garages, Ltd., 42, St. Michael's St., Paddington 6877. [0568/R

FOR quick service and good sales in Central London for your Citroen, consult the Lorraine Engineering Co., Ltd., and ask for Mr. Hammond, 29 and 30, Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 8464/6974. [S1066/R

CONVERTED CARS

445 gns.—Ford Zephyr 1954 convertible, 2-tone fawn/grey, leather, heater, power-hood, special triple S.U. carburettor conversion, screenwashers, Ace-Mercury discs, excellent condition; written guarantee; terms, exchanges.—Rowland Smith, below.

445 gns.—Morris Minor, Sept., 1954, 4-door saloon, heater, Alexander twin carb. conversion; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ALEXANDER specialise in rally-tested conversions and/or Laycock overdrives for most Austin, Morris, Wolseley and Ford models, Standard 8 and 10, Minx 1, 11 and 111, Rapiers, Husky o.h.v., Gazelle, Dauphine, Magnette, Metropolitan and Vauxhall Victor. Write for details, there is an Alexander fitting agent quite near you

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel 345 [C1094

DAIMLER

BOON & PORTER, Ltd.

1955 Daimler Century saloon, black, 30,000 miles; £695.

CASTELNAU, S.W.13 (nr. Hammersmith Bridge). Riv. 4444. [C1022

CHIPSTEAD MOTORS, Ltd., offer:—

OPEN 2-seater sports, late 1954, immaculate, in gun-metal with blue leather, host of extras, low mileage.—142, Holland Park Ave., W.11. Park 5445-6. [C1046

WEYBRIDGE AUTOMOBILES offer:—

1952 Daimler special sports drop head coupe, Barker body, silver grey and blue, blue interior; fitted radio and heater, very good condition throughout; £645.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094

GUY SALMON AUTOMOBILES offer:—

1950 Daimler 2½-litre special sportsman's coupe, attractive two-colour scheme in red and silver with red hide, matching mellarold hood, an outstandingly beautiful car; £685.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

JAMES TAYLOR AUTOMOBILES offer:—

A VERY carefully driven one-owner Daimler Conquest 4-door saloon in black and grey/grey hide interior, radio and heater, taxed, total mileage 18,000, unmarked, just as a new unused car; £895.

FINDON Rd., Worthing, Sussex. Findon 3022. [C4027

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

1955 Daimler 2-seater sports Conquest, radio, heater, extremely well kept; £875.

1951 Daimler with beautiful Empress saloon by Hooper, very well maintained; £975.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4056

1947 Daimler 17 saloon, heater, guaranteed; £245. —Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1955 Daimler Conquest, grey/green, all extras, one titled owner; £785.—John Jordan, Sandy, Beds. Tel. 271. [9743

CASS'S MOTOR MART.—1955 Daimler Conquest saloon, radio, unblemished, one owner; £695.—5, Warren St., W.1. Euston 4110. [C1040

STRATSTONE, the leading Daimler agents for 35 years, have a comprehensive stock of all types of good used Daimlers.—Stratstone, 40, Berkeley St., W.1.

1954 (Sept.) Century, green, undersealed, one careful owner, only 30,000 miles; £800.—Campbell Symonds, Wembley 6262. [C1037

1955 Daimler Conquest convertible, green, with power-operated hood, low mileage, taxed, one owner.

MOTORS & PLANT (PETERBOROUGH), Ltd., Newark Rd. (off Oxney Rd.), Peterborough, Northants. [T9010

1951 Daimler Consort sal., recon. engine, etc., ex. order, written guar.; £450.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050/1

1953 Daimler Consort, black, one private owner, immaculate condition and well maintained, moderate mileage; £495.—Coventry & Jeffs, Ltd. Tel. Bristol 37073. [1095

AUTOMOBILIA, Ltd.—1951 Daimler Consort, 4-door de luxe saloon, black, blue leather, heater, low mileage, exceptional condition; £445.—Plough Corner Garage, Byfleet 22. [C1148

1954 (reg. Oct.) Daimler Conquest Century saloon, one owner, radio and several other extras, excellent order; £790.—Wheelers (Newbury), Ltd., The Broadway, Newbury 1020. [C4125

1954 Daimler special sports, red with white pigskin upholstery, fitted radio, heater, etc., 25,000 miles.—Francis Motors, 393, Humberstone Rd., Leicester. Tel. Leicester 66304. [C2131

CAMDEN MOTORS for high-class used Daimlers, all models available. Century, Conquest, Consort, Empress, Barker special sports coupes and DB18 convertibles, one specially selected example.

1955 Century saloon, twin carb 100 b.h.p. engine, immaculate 2-tone grey with pale blue hide interior, one wealthy private owner since new, Daimler history, faultless in every respect, open to any inspection and trial; £795.

450 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; unrestricted hire purchase terms; exchanges. [C1035

DAIMLER saloon car, 1936 model, in very good condition, recently completely overhauled and repainted, one owner; owner giving up driving on account of age; what offers please?

APPLY F. B. Dutton, Boscarne, 5, Chantry View Rd., Guildford, Surrey, where car can be inspected. [9919

£666!!!—1954 Daimler Conquest with spotless grey cellulose and red leather upholstery, one owner, speedometer records 29,000, chauffeur maintained; choice also another in mint condition.

LAMBS OF WOOD GREEN (Established 1897): 100 cars; 3 months' written guarantee; exchanges; low deposit terms to suit you.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1951 Daimler Sports Barker 2/3-seater coupe in immac. cond., maroon with beige hood and beige leather, two owners, written guar.; £645.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

DAIMLER 104 saloons available for immediate delivery, demonstrations on all models including the new Majestic upon request, write—Ralph Clews, The Coventry Motor Mart Ltd., London Rd., Coventry, or Tel. Coventry 22146 [0444

LIMOUSINES, November 1947, D.E. 27 h.p. Hooper, electric partition, face forward occasionals, cloth rear, one private owner since new, recent extensive overhaul by Daimlers, exceptional condition throughout, black; £985.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1 (near Baker Street Station). Welbeck 1124. [C1105

595 gns.—Daimler 1952 model 2½-litre special sports coupe, silver mist/green, fawn leather, overdrive, twin carburettor, 85bhp engine, H.M.V. radio, heater, screen washers, PVC hood, carefully used, cost about £2,800; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Daimler Cars Wanted

ALPE & SAUNDERS, Ltd., require DE.36 or 27hp Saloons or Limousines in above average condition.

A&S Ltd., Providence Court, North Audley Street (Near Selfridges). Mayfair 2841 [W1006

ALMOST new Daimler required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 3865. [W3016

ROWLAND SMITH'S, the Daimler buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Daimler.—H. P. Edwards, 28-34, Upper High Street, Epsom, Surrey. Epsom 5611. [W2001

WANTED, 1957 2/3-seater Daimler sports drop head coupe, details to—Taylor, Cotton Cottage, Langham, Rutland. [9815

ROADSTER 1955-57 2/3-seater, low mileage.—Chipstead Motors, Ltd., 142 Holland Park Ave., W.11. Park 3445. [W1046

Daimler Cars Wanted

GEORGE NEWMAN & Co., require for cash low mileage Daimler cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3025

NEARLY new or small mileage Daimler wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W3028

A DAIMLER area dealer for a large part of Warwickshire welcomes your enquiries re exchanges for new or used models.—The Coventry Motor Mart, Ltd., London Rd. Tel. 22146. [0445

Daimler Spares and Service

DONALD VINCE OF CROYDON, Service and Sales Specialists for Daimler and Lanchester.—Kidderminster Rd., Croydon. Tel. 5775 and 1147-8. [0688/R

DEBNAM MOTORS have been Daimler and Lanchester specialists for 45 years; only skilled fitters employed.—Atherstone Mews, Cromwell Rd., S.W.7. Kni. 0421. [0156/R

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services Daimler cars, preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301/7321. [0236/R

DELLOW

DELLOW Mark I trials special, rebuilt and modified 1955, new engine this year, not raced; £250.—R.L.H. Motors, Ltd., 601/609, Kings Rd., Fulham, S.W.6. Ren. 4492/6647. [C3125

DODGE

245 gns.—Dodge 1947 25hp de luxe saloon, r.h.d., pastel blue, brown leather, heater, Ace Rimbellishers, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

D.K.W.

1958 (May) D.K.W. 2-door saloon, 6,000 miles only; £875.

WOKING MOTORS (Maybury Hill), Ltd., Woking, Surrey. Woking 4277. [C4057

1955 de luxe coupe, Polar grey, grey upholstery; £585.

1955 de luxe coupe, Polar grey, red upholstery, sunshine roof; £607.

1954 special de luxe 2-seater cabriolet, Polar grey, red upholstery; £675.

AFN Ltd., 400, London Rd., Isleworth, Middx. Hounslow 0011. [C2015

DKW sales and service.—B. & M. Garages, Ltd., 42, St. Michael's St. Pad. 6877. [0016/R

£695.—1956 (August) D.K.W. Sonderklasse fixed head coupe, one owner, in first class condition; terms, exchanges.—Cornwall Garage, Stratford Rd., W.8. Western 5616. [C1162

1955 (Sept.) D.K.W. Sonderklasse F/H coupe, polar grey, radio, heater, wing mirrors, twin spots, tuned engine, excellent condition, superb performance with economy; £580.—Apply Vivian, Pinchbeck, Lincs. Tel. Spalding 2249. [1158

FERRARI

MERCURY offer:

£1175.—1952 Ferrari 2.6-litre 12-cyl drop head coupe, magnificent condition; the body by one of England's most famous coachbuilders is a 4-seater with superb styling, finished in grey with red leather interior, and is fitted with radio, heater, fully disappearing hood and tonneau cover; the chassis is a special show model with many parts chromium-plated and is fitted with the fabulous ohv engine with dual ignition and fuel pump, Weber carburettors, 5-speed gear box and Borrani alloy wheels with new Pirelli tyres; a car which is capable of fantastic speeds in safety and comfort with amazing flexibility and which appearance attracts admiring and envious attention everywhere; terms or exchanges with pleasure.—Mercury Motors, 524, Harrow Rd., Wembley, Wembley 6054. [1075

FIAT

ANTHONY CROOK, Fiat distributors, all show models on view and selection of used cars.—Esher (Tel. 4580) and Hersham (Tel. Walton 687). [C1063

H. C. PAUL, Ltd.

1956 Fiat 600 convertible, 17,000 miles, excellent condition; £445.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0621-2. [C3040

S & S MOTORS offer:—

S & S MOTORS, Fiat agents.—All new models from stock; see below.

S & S.—1957 600 convertible, one owner, very low mileage, 3 months' guarantee; £550.

S & S.—1952 500C, one owner, 27,000 miles; £265.

S & S.—1955 1900 A saloon, 28,000 miles, independent suspension all round, overriders, fluid flywheel, heater, radio; £650.

S & S MOTORS, Fiat official agents, service units and spares.—18, Leinster Terrace, W.2. Pad. 6174. [C4090

J. DAVY, Ltd., Fiat and Simca distributors.

£540.—Fiat 1100 1956, many extras include screen washers, seat covers, parcel tray, etc., 25,000 miles, two owners, excellent example.

£449.—Fiat 600 convertible 1957, winding windows, and column control lights, etc., 14,000 miles, one owner, superb condition, comprehensive guarantee.

£455.—Fiat 600 saloon 1957, 2 owners, excellent condition, comprehensive guarantee.

180.—184, Kensington High St., W.8. Wes. 7181; 215, Brompton Rd., S.W.3. Kni. 4215; 68, North Row, Park Lane, W.1. Hyde 2311. Arlington St., Piccadilly, S.W.1. Hyde 3141. [C1069

B. J. HUNTER, Ltd., Austin agents, offer:—

1952 Fiat 1400 saloon, maintained by engineer, unrepeatable at £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

FIAT

MAYFAIR GARAGES, Ltd., exclusively Fiats.

MAYFAIR.—1957 600 hardtop, pale green, radio, heater, washers, overriders, mirrors, undersealed, one owner, 10,000 miles, almost as new; £495.

MAYFAIR.—1955 1100 Millicento, light green, radio, heater, undersealed, washers, choice of 3, all superlative; £475.

MAYFAIR.—1955 600 hardtop saloon, light green, heater, undersealed, well above average condition; £425.

MAYFAIR.—Choice of two model 500c coupes; £265.

MAYFAIR.—15 guaranteed Fiats in stock; list; any make exchanged; latest h.p. terms.

MAYFAIR GARAGES, Ltd., Fiat showrooms, Bishops Bridge Rd., W.2. Amb. 1061. 9-6. Sats 9-5. [C3009

1957 Fiat 600, 10,700 miles, like new; £450; taxed.—Ellison, 53, Well St., Bradford. [8670

CVR.—C. V. Rushmer Automobiles, official agents, immediate delivery new and guaranteed used models.

CVR.—1958 1900B Gran Luxe full light saloon, 8,000 miles, one owner, this attractive car is in showroom condition

CVR.—1957 1100 saloon, one owner, as new; £630.

CVR.—1956 1100 saloon, one owner; £535.

CVR.—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C3061

1956 Fiat 1100 saloon, heater, one owner, perfectly maintained order and excellent bodywork; £535.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weedays 8 a.m. to 8 p.m. [C2008

1957 600, one owner, 8,000 miles; £590.—The Crickiewood Automobile Co., Shoot-up Hill, N.W.2. Gladstone 4803. [C1179

SEVERAL Fiat demonstration models available, low mileage, perfect condition.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651. [0076/R

1957 (registered December 2nd, '57) Fiat 600 saloon in grey, 5,000 miles only, one owner; £550.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

FIAT 500, 1100 spares, full range, reconditioned units, metric spanners, modified high-performance cylinder heads, 600, 1100, 508C, in exchange; £15/10. —Derrington, 159-161, London Rd., Kingston, Surrey. 5621-2. [81071

HUXFORD & SON, Ltd., will be pleased to accept your order for the 1959 Fiat models 500, 600, 1100, 1200, 1400, 1900; also a good stock of used models always available, send for list.—West St., Fordingbridge, Hants. Cosham 78770. Fiat distributors and enthusiasts. [C3127

Fiat Cars Wanted

CVR USHMER pays more for Fiats.—45c, Holland Park Mews, W.11. Park 5731. [W3061

1955 and later models urgently required.—35, Kinnerton St., S.W.1. Belgravia 5711.

GOOD Fiat required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Fiat buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

S&S MOTORS pay more for any Fiat; distance to purchase no object.—18, Leinster Terrace, W.2. Paddington 6174. [W4090

MAYFAIR GARAGES, Ltd.—Best Fiat cash buyers, private or trade, distance no object.—Bishopsbridge Rd., W.2. Amb. 1061. [0685/R

Fiat Spares and Service

S&S MOTORS, London's largest Fiat stockists.—Pad. 6174. Service and repair workshops, fully equipped trained mechanics.—Bay. 1644. [0145/R

FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [0909/R

PREMIER MOTORS, main London dealers/distributors for Fiat spares, accessories and service; open 9 a.m. to 6 p.m. Monday to Saturday.—285, Lewisham High St., S.E.13. Lee Green 1051. [83083/R

FORD (8 h.p.)

£249!!!—Ford 8 saloon 1949 (Dec.), condition quite outstanding; ¼ deposit.—Jennings, Richmond 3368. [C3108

FORD ANGLIA

A1 at Brown's.

1956 (Sept.) Anglia saloon, black, red interior, heater, extras, beautifully kept and maintained, A.1 certificate; £450.

1955 model Anglia saloon, black, red interior, carefully used, A.1 certificate; £425.

1949 Anglia saloon, fawn, interior to match, extras, and in excellent condition throughout, A.1 certificate; £250.

W. J. BROWN, Ltd., 338, Finchley Rd., N.W.3. Ham. 2264. [C1025

PERRYS OF HARROW.

HAVE an excellent choice of post-war 8hp saloons available.

'PHONE Harrow 4388 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus depot). [0089/R

J. DAVY, Ltd., Ford dealers.

1958 Ford Anglia, heater, one owner, excellent example, comprehensive guarantee; £500.

180.—184, Kensington High St., W.8 (Wes. 7181); 215, Brompton Rd., S.W.3 (Kni. 4215); 68, North Row, Park Lane, W.1 (Hyd. 2311); Arlington St., Piccadilly, S.W.1 (Hyd. 3141). [1234

PHILIP RICKARD, Ltd., offer:—

1957 Ford Anglia de luxe saloon, black, heater, 18,000 miles, one owner, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ANGLIA

1957 Ford Anglia, black, heater; £465

1955 Ford Anglia, black, heater, £420

BRENT CROSS GARAGE, Ford distributors, Hendon Way, Hendon, N.W.4. Tel. Speedwell 1196-7-8.

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Anglias always available; 'phone for our list.—Used Car Dept., Perivale 3388. [C1066/R

1958 (Aug.) Anglia de luxe export model, low mileage; £545 or near offer.—Ring Kingston 5761 or write Box 0194. [9929

1956 Ford Anglia, black, quite exceptional order; £460.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1957 Anglia, heater, very low mileage, immaculate; £475.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

1956 Anglia 100E saloon, one owner, guaranteed; £425, terms, exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

1956 (July) Ford Anglia de luxe, sarum blue, heater, one owner, very good condition; £475.—Met Garages, Ltd., Maida Vale 4801 and 7082. [1244

1953 (September) Anglia 8hp saloon, black, superb condition; £290.—Rawlings Tudor Garage, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281. [C4132

£465.—1957 Ford Anglia, one owner, heater, 10,000 miles, as new.—Arnotts Garages, Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

275 gns.—Ford Anglia 1952 saloon, black, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

FORD Anglia standard model saloon with heater, Dover white with red upholstery; list; terms; exchanges.—West London Motors, 205, Fulham Palace Rd., W.6. Fulham 0066. [C4095

1956 Ford Anglia saloon, two tone, heater, wheel embellishers, small mileage, exceptional throughout; £435 or £87 deposit.—Roy's Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Euston 2700/8894. [C3059

Ford Anglia Cars Wanted

ROWLAND SMITH'S, the Anglia buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

FORD POPULAR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1954 Ford Popular, fawn with red interior; £295; hire purchase facilities available.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

A1 at Brown's.

1955 Ford Popular saloon, fawn, blue interior, heater, trafficators, recond. engine, taxed, well kept, A.1 certificate; £295.

1954 Popular, fawn, red interior, many extras, A.1 certificate; £275.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

J. DAVY, Ltd., Ford Dealers.

300 miles, 1958 Ford Popular, Ludlow green, as new; £425.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Knl. 4215. 68, North Row, Park Lane, W.1. Hyde 2311. Arlington St., Piccadilly, S.W.1. Hyde 3141. [C1069

PERRYS OF BOWES ROAD offer:—

1958 Popular, blue, excellent condition; £385.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128

ALLAN TAYLOR MOTORS, Ltd., offer:—

1954-56 Ford Populars, excellent condition; choice of three from £285.

HIGH St., Wandsworth, S.W.18. Vandyke 7222 (10 lines). [C4104

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Popular cars always available; 'phone for our list.—Used Car Dept., Perivale 3388. [C1066/R

1954 saloon, one owner, immaculate; £279.—Bridge Motors, Leatherhead 2564. [C1136

1955 exceptional condition, many extras, green; £315.—A. E. Cheshire Ltd., Noble Corner, Great West Rd., N.W.6. Hounslow 1086. [C1128

1955-56 Popular saloon, heater, immaculate, guaranteed; £265, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1955 Ford Popular, heater, quite exceptional; £305.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1954 (November) Ford Popular saloon, black, taxed, excellent condition; £260.—Cattermoles (Garages), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1180

FORD Popular, 1954 model, Bristol fawn, red upholstery, one owner, heater, seat covers, parcel shelf, spotless car; £295.—Hillwood Motors, Watford Way, London, N.W.7. Mill Hill 4232; open till 8 p.m. [C2106

UNUSED factory replacement engine to be fitted, 1954 Popular, black with heater, flashers and parcel shelf; £320; exchanges cars or motorcycles; h.p. terms (we will settle your existing account).—Slocombes, Ltd., Willesden 4869/3954. [C4017

Ford Popular Cars Wanted

GEORGE CLARKE pay most for Ford Popular.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [T9124

ROWLAND SMITH'S, the Popular buyers, highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018/R

FORD PREFECT

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1958 Prefect, black, heater, exterior sun visor; £565; hire purchase facilities available.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

A1 at Brown's.

1956 Prefect de luxe saloon, black, red interior, many extras, A.1 certificate; £465.

1949 (Oct.) Prefect saloon, beautifully kept and maintained, the condition of this vehicle must be seen to be believed at £295, A.1 certificate.

1954 (Oct.) Prefect saloon, black, red interior, heater, extras, taxed, A.1 guarantee; £425.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284.

PERRYS OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus depot). [0100/R

J. DAVY, Ltd., Ford dealers.

£449.—Ford Prefect 1957, heater and wing mirrors, one owner, 18,000 miles, excellent example.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Knl. 4215. 68, North Row, Park Lane, W.1. Hyde 2311. Arlington St., Piccadilly, S.W.1. Hyde 3141. [C1069

PHILIP RICKARD, Ltd., offer:—

1958 Ford Prefect saloon, 5,000 miles, grey, heater, immaculate.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1958 Ford Prefect de luxe saloon, black, red upholstery, heater, 2,000 miles; £585.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

WARWICK WRIGHT, Ltd., offer:—

1952 Ford Prefect saloon, grey, beige upholstery; £290.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137

CMI CAR SALES (Primrose 6623) offer:

1955 Ford Prefect, taxed; £465.

3 months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

PARK MOTORS (KINGSTON), Ltd., offer:—

1958 Ford Prefect saloon del uxe, nominal mileage, spare unusesd, finished in Ludlow green, with heater; £565; deposit £56.—187-193, London Rd., Kingston-on-Thames. Kingston 7610. [C3124

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Prefects always available; 'phone for our list.—Used Car Dept., Perivale 3388. [C1066/R

1958 (Feb.) Ford Prefect de luxe saloon, leather, heater, 7,600 miles, one owner; £575.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

1955 Ford Prefect saloon, black, fitted heater; £445.—Hale Motors, Tot. 7771. [C2077

1956 Ford Prefect saloon, black, heater, one owner; £475.

1957 Ford Prefect saloons, heaters, choice of 3; £495.

GEE CARS, Ltd., 169, Fulham Rd., S.W.3. Knightsbridge 4733 or Macaulay 3363. [T9126

1952 Prefect saloon, heater, guaranteed; £290.—Oldfield, 586, Kensington High St., W.14. Wes. 6651. [C3029

1957 Ford Prefect, grey, with heater, one owner; £485.—Streatham Hill Motors, 54, Streatham Hill. Tul. 2221. [9384

1957 Prefect de luxe, one owner, heater, green with beige interior; £550.—Campbell Symonds, Alperton 1515. [C1037

1956 Prefect de luxe saloon, extras; £515.—Rawlings Tudor Garage, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281. [4132

1956 Ford Prefect saloon; £475.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055

1955 Ford Prefect, blue, heater; £435.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [C4059

1956 Ford Prefect, colour beige, fitted heater, wing mirror, beautifully maintained and in exceptional condition throughout; £475.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3400. [C3050

£335!!!—1953 Ford Prefect saloon, sparkling bright and quite original, still on first set of tyres which are not half-worn.

£495!!!—1957 Ford Prefect saloon; a one owner, low mileage car with heater; ¼ deposit.—Jennings, Richmond 3368. [C3103

395 gns.—Ford new Prefect 1955 saloon, Dorchester grey, very good condition; written guarantee; terms, exchanges.—Rowland Smith, below.

295 gns.—Ford Prefect 1952 saloon, black, brown leather, excellent condition; written guarantee; choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1956 Prefect de luxe saloon, one owner, guaranteed; £435, terms, exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

FORD PREFECT

1955 (Sept.) Ford Prefect saloon, heater, wing mirrors, grey, 20,000 miles, nice condition; £395.—348, King St., Hammersmith, W.6. Riv. 2837-8. [C3130

£475.—1956 Prefect saloon de luxe, one owner, heater, immaculate.—Arnotts Garages, Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

1955 Ford Prefect de luxe saloon, black with red leather upholstery, heater, one owner, good condition and well maintained, taxed for year; £450.—John Claydon, Ltd., East Horsley. Tel. 400. [C1173

Ford Prefect Cars Wanted

ROWLAND SMITH'S, the Prefect buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

FORD SQUIRE

CONNAUGHT ENGINEERING offer:—

1956 (December) Ford Squire, finished in ivory with red interior, fitted with heater, in very good condition throughout, nominal mileage; £525.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 5122. [C1132

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1956 Consul Mark II, black, heater; £635; hire purchase facilities available.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

A1 at Brown's.

1957 (July) Consul Mark II saloon, black, red interior, many extras, including town and country tyres, heater, extra safety lights, beautifully kept and maintained, 16,000 miles only, A1 certificate; £695.

1956 (July) Ford Consul Mark II saloon, green, fawn interior, heater, extras, taxed, in really exceptional condition, A1 certificate; £645.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

GLANFIELD LAWRENCE offer:—

1957 (October) Ford Consul Mark II, one owner, guaranteed 8,000 miles, immaculate; £725.—407, High Rd., N.12. Finchley 0091. [C2053

PHILIP RICKARD, Ltd., offer:—

1958 Ford Consul 11 saloon, 9,000 miles, grey, heater, one owner, perfect condition.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1954 Ford Consul saloon, black, heater; £450.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137

BOON & PORTER, Ltd., Ford agents.

1957 Consul, heater, 11,000 miles, one owner; guaranteed; £695.

CASTELNAU, S.W.13 (nr. Hammersmith Bridge). Riv. 4444. [C1022

SILVERTHORNE MOTORS, Ltd., offer:—

1958 Consul convertible, 8,000 miles only, Waltham yellow, many extras; £835.—11, Fitzroy Sq., W.1. Euston 7811. [C4011

ALLAN TAYLOR MOTORS, Ltd., offer:—

1958 Ford Consul, heater, 5,000 miles only; £745.

HIGH St., Wandsworth, S.W.18. Vandyke 7222 (10 lines). [C4104

WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1957 Ford Consul convertible, one owner, 15,000 miles, grey with grey and red check interior, fitted heater and demister, manually operated hood (red), excellent condition throughout; £760.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094

CMI CAR SALES (Primrose 6623) offer:—

1956 (November) Ford Consul II, white, red upholstery, heater, one owner, taxed; £645.

3 MONTHS' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Consuls always available; 'phone for our list.—Used Car Dept., Perivale 3388. [C1066/R

5% hire purchase charge new and second-hand cars.

1954 Ford Consul saloon, grey/beige, heater, immaculate condition; £445.—Kenton Central Garage, 381, Kenton Rd., Kenton, Middx. Tel. Wordsworth 0251. [1208

1956 Ford Consul, black, leather, one owner; £495.—Belo.

1956 (March) Consul saloon, black, heater, one owner; £485.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067

1954 Ford Consul Mark I de luxe, black, maroon hide, faultless performance; £435.—Below.

1956 Ford Consul Mark II, two-tone black/cream, de luxe with heater, one owner, spotless; £595; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1957 (Oct.) Ford Consul saloon, heater, one owner, 16,000 miles; £665.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

1954 Ford Consul saloon, green; £465.—Odeon Motors, Ltd., Bar. 1144. [C3028

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

1952 Ford Consul saloon, black/beige leather, radio, heater, spotlights, etc., guaranteed; £395. ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

1956 Ford Consul series II, attractive two-tone colour, heater and low mileage only; £650. FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weedays 8 a.m. to 6 p.m. [C2006

1955 Ford Consul convertible, grey and maroon, extremely good condition throughout; £495. GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11 Speedwell 4411. [C2019

1957 Ford Consul, one owner, outstanding condition; £685. SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1956 Ford Consul Mk. II saloon, grey/maroon, fitted heater; £625.

1953 Ford Consul saloon, maroon, fitted heater; £425.—Hale Motors, Tot. 7771 [C2077

COOMBS SERVICE STATION.—Special show-time display.

1954 Consul saloon, 2-tone finish in sage green and black with red interior, special Mk. II style body modifications by Lott of London, a most distinctive vehicle at unrepeatable price; £395.

1956 Consul Mk. II saloon, Corfe grey with red and ivory 2-tone interior, one private owner, 30,000 miles only, many extras; £595.

1957 Consul Mk. II saloon, finished in Zodiac 2-tone Bristol fawn and dark green, 2-tone beige interior, fitted heater, wheel trim, loose covers, etc., etc., one private owner, 30,200 miles only; £675. COOMBS SERVICE STATION, Main Ford Dealers, By-Pass Rd., Guildford, Surrey. Tel. Guildford 62962. [C1158

1956 Ford Consul series II saloon, one owner, black with red and grey interior; £695. PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001. [C3039

1955 Consul, green, in remarkably good condition; £515. DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Ravensbourne 2634-5. [C1129

1957 Consul Mark II, heater, under 10,000 miles; £675.—Brook Garage, Chatham. Tel. 41141. [9961

1956 Ford Consul (December 1955), green/beige, first-class order; £475.—Harris Mayes & Co. Watford 24026. [1194

1955-6 Consul saloon, heater, magnificent, guaranteed; £450.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1957 Ford Consul, htr., one owner, good cond.; £635.—L. F. Dove (C.V.), Ltd., 98, Lower Addiscombe Rd., Croydon. Add. 3131. [1169

1954 Ford Consul de luxe, one owner, covers, whitewalls, heater, very well maintained; £435. TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1 Gro. 6881. [C4036

!!! 1957 Consul Farnham Abbott Estate, flush rear floor.—Pedigree Estate Cars, 340, Euston Rd., N.W1. Euston 7889. [C3093

1956 Ford Consul convertible, unmarked, radio and heater; £550.—Carr Bros., High St., Purley, Surrey. Tel. Uplands 4812. [1215

1956 Consul, grey, heater, etc., one owner; £535.—Streatham Hill Motors, 54, Streatham Hill, Tul. 2221. [9581

1956 Ford Consul, heater, specimen condition; £525.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

FORD Consul, 1956, Bristol fawn, red upholstery, one careful owner, heater, low mileage, a beautiful car; £575.

FORD Consul, 1958, black and red, red and white upholstery, one owner, heater, unmarked; £765.—Hillwood Motors, Watford Way, London, N.W.7. Mill Hill 4232; open till 8 p.m. [C2108

1956 Consul Mark I saloon, extras, 18,000 miles; £525.—Rawlings Tudor Garage, Ltd., 925-931, Fulham Rd., S.W.6. Renown 2281. [C4132

1958 Consul (June), Ladlow green, used holidays only, new condition; £725.—Whiddon-Down (Devon) 252. [1148

£439—1954 Ford Consul saloon, black, red leather, heater, excellent condition throughout; terms.—Autosnipe, 5, High Rd., Balham 1509. [C1009

1957 Ford Consul Mark 2 convertible, red, radio heater, seat covers, many more extras; £800.—Tel. Pollards 5325. [1064

'58 Consul, heater, choice of 7, various colours, 24-hour trial; £680.—29, Burns St., Edgware Rd., Pad. 6801. [9936

1956 Mark I saloon, red leather, heater, one owner; £575.—Campbell Symonds, Alperton 1515. [C1037

1955 Ford Consul convertible; £500.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110/1

1954 (Oct., '53) Ford Consul; £425.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110/2

1958 ('59 model) Ford Consul, immediate delivery.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110

1957 Consul Mark II, one owner, heater, grey with red check upholstery; £675.—Campbell Symonds, Alperton 1515. [C1037/1

£465—Consul Mark I, 1956 model, black with red interior, fitted heater, Town and Country tyres, one owner; terms, exchanges.—Put. 2770. [1091

G&M ALFREDS (1956), Ltd., 1957 Ford Consul, outstanding vehicle, radio, heater, etc; low mileage, not ex-hire car, trade invited.—6-7, Warren St., W.1. Euston 3268. [C1005

FORD CONSUL

1954 (June) Ford Consul saloon, black, one owner, excellent condition; £435.—Cattermoles (Garages), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1180

1956 Ford Consul, immaculate, one owner, heater, low mileage; £495; exchanges, 3 months' guarantee.—C.M.S., Ltd., 346, High St., Lewisham, S.E.13. Lee Green 1833. [T9125

1958 Ford Consul saloon, Kennilworth blue, 200 miles only, absolutely as new; £765.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106

1957 Consul, one owner, brand new condition, like new; £695.—Portsea Motors, Ltd., 142, Finchley Rd., N.W.3 (opposite Finchley Rd. Tube Station). Hampstead 9661. C3111

1957 Ford Consul convertible, low mileage; £775.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4856-9. [C4028

1958 Ford Consul de luxe saloon, 3,000 miles only, condition is as new; £775.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195 and 96-98, Ewell By-pass. Ewell 2592. [C1054

FORD Consul standard model saloon with heater, Kenilworth blue, light and dark blue p.v.c. upholstery; terms; all facilities.—West London Motors, 205, Fulham Palace Rd., W.6. Fulham 0066. [C4095

1956 Ford Consul Mark II, beautiful 2-tone, one owner, heater, choice of 2 from £599; exchanges, 3 months' guarantee.—C.M.S., Ltd., 346, High St., Lewisham, S.E.13. Lee Green 1833. [T9125

1955 saloon, Bristol fawn with red, heater, etc., one owner, almost as new; £519; distance no object; open week-ends; immediate h.p., insurance; exchanges.—Ann Street Motors, Worthing 8405. [C1176

1955 (Aug.) Ford Consul convertible, black with red leather upholstery, very carefully maintained and really exceptional condition; £485.—Douglas Smith, Scaldwell, Northampton. Tel. Brixworth 255. [1132

1957 model Mark II Consul Farnham estate car, to latest specification, available approximately 14 days; £835.—R. O. Edmondson, Ltd., Main Ford Dealers, Fakenham, Norfolk. Tel. Fakenham 2517. [9991

INCOME tax liabilities necessitate sale of beloved 1957 Mk. II Consul convertible, 13,000 miles, power hood, radio, heater, whitewalls, host of extras, Waltham yellow, grey interior; best offer secures.—Tel. Seven Kings 6707. [9907

695 gns.—Ford Consul late 1957 Mark II saloon, Hereford green, check upholstery, heater, plastic seat covers, one careful owner, 9,200 miles; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£525!!! Immaculate Consul Mark I saloon September 1955, grey and fawn with red hide interior, sun vizor, heater, washers, reversing light, wing mirrors, clock, whitewall tyres and underseal, one owner, an elderly local shopkeeper, who has only used the car at week-ends, genuine small mileage and quite unmarked.

450 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; unrestricted hire purchase terms; exchanges. [C1035

Ford Consul Cars Wanted

ALMOST new Consul required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016

ROWLAND SMITH'S, the Consul buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [C4018/R

FORD ZEPHYR

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1957 Zephyr Mark II, automatic, ivory, low mileage; £865; hire purchase facilities available.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

LEX

1957 Ford Zephyr, automatic, radio, heater, 4 months' warranty; £795.

LEX GARAGES, Ltd., 185, Dalston Lane, Hackney, E.8. Amherst 2251. [1078

A1 at Brown's.

1957 (June) Ford Zephyr automatic saloon, grey interior to match, heater, 17,000 miles only; £825.

1954 Zephyr Mark I saloon, black, red hide interior, heater, seat covers, beautifully kept and maintained, A.1 certificate; £425.

1953 Zephyr Mark I, green interior to match, many extras, carefully used, exceptional condition throughout, A.1 certificate; £595.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2294. [C1025

REG. TIMMS offers:—

1956-7 Ford Zephyr convertible, one owner nominal mileage, mechanically sound, body paintwork good; £665.

HIRE purchase, part exchanges.

16 North St., Leighton Buzzard, Beds. Tel. Showroom 2561; office, 2496. [C4140

R. HARDY & SON offer:—

1958 Ford Zephyr convertible, primrose, one owner, 6,000 miles only, radio, loose covers; £875.—52-55, Marylebone High St., W.1. Hunter 0942. [1055

PETER BANTOCK CAR SALES offer:—

1958 Ford Zephyr in Newark grey, this car has been supplied and maintained by us and has only done 6,000 miles, fitted overdrive and heater, first registered four months ago and is a current model; £825.—104, High Rd., Chiswick 2725/5870. [C1014

FORD ZEPHYR

ALLAN TAYLOR MOTORS, Ltd., offer:—

1958 Zephyr saloon, beige, one owner, 7,000 miles; £835.

HIGH St., Wandsworth, S.W.18. Vandyke 7222 (10 lines). [C4104

HENLYS offer with 4 months' guarantee:—

1954 Ford Zephyr saloon, heater, black with red interior; £545.

HENLYS, Ltd., 958-964, High Rd., North Finchley, N.12. Hillside 6666. [1175

B. J. HUNTER, Ltd., Austin agents, offer:—

1956 Ford Zephyr saloon Mark II, special 3-carburettor conversion; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PARK MOTORS (KINGSTON), Ltd., offer:—

1955 Ford Zephyr convertible, power-operated hood, black with red leather upholstery, red hood, in excellent all-round condition; £525.—187-193, London Rd., Kingston-on-Thames. Kingston 7610. [C3124

1957 Ford Zephyr saloon, 6,000 miles; £745.

BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of All Ford Zephyrs always available; 'phone for our list.—Used Car Dept., Perivale 3388. [C1066/R

COOMBS SERVICE STATION special showtime display.

1954 Zephyr power top convertible in Winchester blue with matching interior, superbly equipped with heater, Continental spare wheel mountings, whitewall tyres, rim embellishers, etc., etc., etc., only 49,000 genuine mileage, superb flash; £485.

1955 Zephyr Six saloon, black with red leather, fitted heater, T. & C. tyres, rim embellishers, wing mirrors, etc., etc., whole car in mint original condition having covered only 51,000 miles since new; £495.

1956 Zephyr Mk II saloon, resprayed 1958 colour Dover White to the special order of the one discerning owner, fitted heater, Michelin X tyres, etc.; only 20,000 miles since new, unrepeatable; £695.

1956 Zephyr Mk. II Farnham estate car, very specially finished in Zodiac two-tone blue/ivory, many extras, 26,000 miles only since new, one owner; £795.

COOMBS SERVICE STATION, Main Ford dealers, By-pass Rd., Guildford, Surrey. Tel. Guildford 62962. [C1158

1958 (Jan.) Ford Zephyr saloon, heater, 9,000 miles, one owner; £825.

1957 (Mar.) Ford Zephyr convertible, heater, one owner; £775.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

1955 Ford Zephyr convertible, power hood, leather, heater, outstanding condition; £585.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1955 Ford Zephyr, black, one owner, 34,000 miles, good tyres; £475.—Tel. Spaull, Slo. 2291. [1172

1955 one owner, heater, excellent throughout, h.p. arranged; £445.—Seven Kings 7661. [1121

1957 Zephyr Mark II saloon, black with red/white interior, overdrive, etc., well maintained; £760.

WOOD & LAMBERT, Ltd. (Main Ford Dealers), 49, Stamford Hill, N.16. Stamford Hill 3434. [C4095

1956 Mk. II saloon, heater, screenwashers, taxed, immaculate; £675.—Bridge Motors, Leatherhead 2564. [C1136

ZEPHYR, 1956, reg. Nov. 1955, 21,000 miles, underseal, windscreen washers, loose covers, reg. spots, black; £500.—Wanstead 7074. [1062

1958 Zephyr saloon, in Richmond blue, 1,500 miles only; £845.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106

1957 Zephyr convertible, 17,000 miles, power hood, heater, grey and red; £825.—N. L. Blundell, Christchurch Rd., Folkestone 2726. [C1108

1955 (July) black, one owner, heater, leather, loose covers under 15,000 miles; £525.—Ing's Garage, Maidenhead 2149 [C2119

1958—Ford Zephyr Farnham Estate, one owner; £995.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110

1957 (June) Ford Zephyr saloon, automatic, 2-tone brown, undersealed, one owner, nominal mileage, perfect car, as new; £865.

GEE CARS, Ltd., 169, Fulham Rd., S.W.3. Knightsbridge 4755 or Macaulay 3365. [T9128

1954 (June) Zephyr coupe, cream/red, radio, heater, p.o.h. in excellent condition; £465.—Met Garages, Ltd., Maida Vale 4801 and 7089. [1045

£375—1954 model Zephyr saloon, blue, heater, immaculate.—Arnotts Garages, Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

1954 Zephyr Abbott estate, Raymond Mays head, overdrive, low mileage; 480gns.—Brough, Thurgarton Quarters, Southwell, Notts. Oxton 205. [1096

725 gns.—Ford Zephyr 1957 Mark II saloon, Sarge blue, heater, wing mirrors, one owner, small mileage, unmarked; written guarantee; terms, exchanges.—Rowland Smith, below

445 gns.—Ford Zephyr 1954 convertible, duo-tone fawn/grey, red leather, heater, power-hood, triple S.U. carburettor conversion, screenwashers, Ace-Mercury discs, excellent condition; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

WM.—1955 Ford Zephyr convertible, mileage 20,000, pale blue, power-operated hood, radio, heater; £585; this car is in superb condition.—Welbeck Motors, Ltd. (the well-known Ford Dealers), 103, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Zephyr Cars Wanted

ROWLAND SMITH'S, the Zephyr buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

FORD ZODIAC

LEX—The Dome.

1958 Ford Zodiac, automatic, 3,000 miles, 4 months' warranty; £1,045.

LEX GARAGES, Ltd., The Dome, Great West Rd., Brentford, Middlesex. Ealing 2271. [1080

SPUR GARAGE offers:—

1955 Zodiac, one owner, moderate mileage, supplied and maintained by us; £525.

SPUR GARAGE, Ltd., Bushey Rd., Raynes Park, S.W.20. Lib. 4852. [C4109

R. HARDY & SON offer:—

1956 Phase II Ford Zodiac, black with red upholstery, 21,000 miles, one owner; £665.

1957 Ford Zodiac automatic, duo green, 14,000 miles, one owner; £845.—52-55, Marylebone High St., W.1. Hunter 0942. [1034

CHIPSTEAD MOTORS, Ltd., offer:—

1955 Immaculate low mileage one owner car, many extras, finished in dual grey, specimen; £495.—142, Holland Park Avenue, W.11. Park 3445/6. [C1046

PERRY'S OF BOWES ROAD offer:—

1956 Ford Zodiac Mark II, green/blue, radio, heater; £785.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128

COMPTON & FULLER, Ltd., offer:—

1957 Zodiac, blue grey, all extras, 11,000 miles, impeccable car; £775.—Elmers End, Beckenham. Bec. 3570. [C1110

GUY SALMON AUTOMOBILES offer:—

1956 Ford Zodiac saloon, overdrive, radio and heater, genuine 14,000 miles only, superb condition; £735.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENLYS offer with 4 months' guarantee:—

1955 Ford Zodiac saloon, heater, one owner, grey and green with grey and green interior; £595.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [1182

B. J. HUNTER, Ltd., Austin agents, offer:—

1955 Zodiac saloon, choice of 3 from £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Zodiacs always available: 'phone for our list.—Used Car Dept., Perivale 3388. [C1066/R

DISPATCH MOTORS, Ltd., Ford distributors, offer:—

1954 Ford Zodiac, grey/green, usual Zodiac extras; £495.—Borough High St., S.E.1. Wat. 5991.

1955 (Aug.) Ford Zodiac Mark I, black, 26,000; £510.

THE BLACK HORSE GARAGE, 174-176 Sheen Rd., Richmond 6441. [C1116

1955 Ford Zodiac saloon, blue/grey, heater and leather, very well kept; £525.

1957 Ford Zodiac series II, green/ivory with heater and all extras, immaculate paintwork; £795.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weedays 8 a.m. to 6 p.m. [C2008

1956 Ford Zodiac saloon, grey and fawn with duo-grey interior; £615.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001. [C3039

1954 Ford Zephyr Zodiac saloon, grey/green, many extras; £485.

GEE CARS, Ltd., 169, Fulham Rd., S.W.3. Knightsbridge 4733 or Macaulay 3363. [T9126

1954 (Dec.), duo grey and beige, one owner; £435.—Weybridge 3265. [C1143

1957 Zodiac Mark II saloon, Hereford green/ivory with hide upholstery, overdrive, low mileage, excellent throughout; £775.

WOOD & LAMBERT, Ltd. (Main Ford Dealers), 49, Stamford Hill, N.16. Stamford Hill 3434. [C4093

1957 Zodiac, hide, heater, automatic transmission, low mileage; £775.—Brook Garage, Chatham. Tel. 41141. [9980

1957 Ford Zodiac, black with brown hide, overdrive; £795.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4875-4. [C2110

1958 Ford Zodiac saloon, green with green upholstery, 4,000 miles, 4 months' guarantee; £895.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [1068

1957 Ford Zodiac, Carlisle blue and Bristol fawn, automatic transmission, moderate mileage; £865.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Dollis Hill 6000. [C2130

1957 Ford Zodiac, heater, radio, washers, covers, one owner, excellent condition; £750.—E. L. Mendel, Ltd., 297, Finchley Rd., N.W.3. Tel. Speedwell 9691. [C3101

£735—Ford Zodiac '57, immaculately finished metallic beige/duck egg blue, ivory and blue interior, carpets unmarked, seats covered since new, extras fitted regardless of expense, nominal mileage, mechanically faultless.—Molesey 4371/2. [C3037

Ford Zodiac Cars Wanted

ROWLAND SMITH'S, the Zodiac buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

FORD (V.8)

1951 Ford Pilot saloon, green, many extras, in splendid order, taxed; £285.

GEE CARS, Ltd., 169, Fulham Rd., S.W.3. Knightsbridge 4733 or Macaulay 3363. [T9126

FORD (V.8)

H. BEART & Co., Ltd., offer:—

1951 Ford Pilot saloon, carefully maintained by one owner, fitted reconditioned engine, thoroughly recommended at £235.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

1950 Ford Pilot, choice of two; £225.—E. Casey, Willesden 4548. [C1134

FORD V8 Dagenham estate car, as new, genuine 17,000 miles only, numerous extras, one titled owner; written guar.; £450.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9169. [C1050

275gns.—Ford V8 Pilot 1951 saloon, blue, blue leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Pilot buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

FORD FAIRLANE

SCOTT CARS.

1958 Ford Fairlane Victoria 2-door pillarless, l.h.d., power steering, power brakes, radio, heater, absolutely as new.

1957 Ford Fairlane, right-hand drive, automatic transmission, radio, heater, one owner, absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

AMERICAN FORD

BROOKLANDS OF BOND STREET.

LONDON West End authorised dealer.

IN stock for immediate delivery.

NEW Thunderbird Tudor convertible and hard top.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

SCOTT CARS.

1956 right-hand drive Ford Customline, automatic transmission, radio, heater, very low mileage, as new.

1953-4 Ford Vedette, excellent condition throughout.

1953 Ford Customline, automatic transmission, radio, heater, absolutely as new.

1952 Ford Victoria, radio, heater, really outstanding condition.

SCOTT CARS 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

American and Canadian Ford Wanted

THE Ford American and Canadian buyers.—See under American Cars.

SIMPSON'S.—Wem 8691/3903/4422. [W4013

FORD MISCELLANEOUS

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041

Ford Miscellaneous Cars Wanted

T. N. KENDALL & Co., Ford agents, sales and service.—26-30, Portman Close, W.1. Welbeck 4732. [5208

ROWLAND SMITH'S, the Ford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0233

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6633), main Ford dealers, service and all spares. [0093/R

FRAZER NASH

MMA 631, famous Le Mans replica BSI Mk. III, new suspension, etc., gunmetal grey, several spares, £825; H.P. exchange 57/58 Healey or similar.—Hall, Greenways, Kingsmoor, Glossop. Glossop 325. [1260

1954 Le Mans Replica, last built, specification includes; works De Dion fitted 1957, special wide brakes and matching wire wheels, Koni shock-absorbers throughout, Z.F. differential, engine works rebuilt to latest specification Sept., 1957, including: new B.S.4 head, new crank and camshafts and Halsett damper, special flat-topped pistons and Dyke rings; 5 spare wheels and R5s, 7 wins and 10 places this season.—A.F.N. Ltd., London Rd., Isleworth. Tel. Hou. 0011. [9488

995gns.—Frazer Nash late 1950 Mille Miglia sports/racing 2-seater, red, black leather, IFS standard and racing screens PVC hood and tonneau cover, oil radiator, Marshal head lamps, 17-gallon petrol tank, knock-on disc wheels, good Michelin X tyres, tuned for road use, very carefully maintained and in exceptional condition, taxed, cost new over £3,000; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Frazer Nash Cars Wanted

J. H. BARTLETT require Frazer Nash 328 2-seater.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

GOGGOMOBIL

BUY your Goggo from

MAIN distributors, London and Middlesex, new and used Goggomobils for immediate delivery; spares and service.

MANSELL & FISHER, 93-95, Old Brompton Rd., London, S.W.7. Knightsbridge 7705. [0431/R

MPHW SALES, Ltd., bubble and miniature car specialists, new and used in stock.—Call 23, Piccadilly, Gerrard 6055; 186, Holland Park Ave., Park 2410; 67, Goldsworth Rd., Woking 5251.

NEW and used always in stock, the superb miniature car; ask for a demonstration. [0841

PARKERS (MANCHESTER & BOLTON), Ltd.—Full range of all Goggomobil models; complete service and parts facilities.—176 Deansgate, Manchester. Tel. Dea. 4507. Bradshawgate, Bolton. Tel. Bolton 4080. [0361

HEALEY

SWANMORE GARAGE, Ltd.

1952 Healey Abbott drop head coupe, 90 mph, 28 mpg, maroon with red interior; £545.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43344. [C4024

£525—Healey Tickford 1953 maroon saloon, excellent mechanical and body condition, heater, radio, fog and spot lights.—Box 0262. [1166

1953 model Healey Alvis convertible, G. type, radio, heater, new tyres, spots, extras, etc., a rare and beautiful car, almost new condition; £595.—Elmbridge Motors, Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

Healey Cars Wanted

GOOD Healey required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

HEINKEL

MPHW SALES, Ltd., bubble and miniature car specialists, new and used in stock.—Call 23, Piccadilly, Gerrard 6055; 186, Holland Park Ave., Park 2410; 67, Goldsworth Road, Woking 5251.

£40 deposit and £15/4/5 for 30 months, £399 cash; £30 dep. and £11 per month for used, £300 cash.

OH contract hire for £3/15 a week for the year including maintenance, tax, no mileage charge. [0648

COMERFORDS for Heinkel, immediate delivery, other 3-wheelers including A.C. Petite, Bond and Reliant Regal for immediate delivery; first-class service; terms.—Comerfords, Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531 (6 lines). [0905/R

Heinkel Cars Wanted

GEORGE CLARKE pay most for Heinkels.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [T9124

HILLMAN

ROOTES

HAVE available a range of Hillman cars of very low mileage.

LONDON, W.1.

DEVONSHIRE House, Piccadilly.

GRO. 3401.

BIRMINGHAM, 2.

LOWER Temple St.

CEN. 8411.

MANCHESTER, 2.

129 Deansgate.

BLA. 6677. [0108/R

LEX A&A SERVICES.

1957 Hillman Minx convertible, radio, heater, 10,000 miles, 4 months warranty; £795.

LEX GARAGES, Ltd., 609, Kenton Rd., Kenton, Middlesex. Wordsworth 7605. [1079

A1 at Brown's.

1953 (Sept.) Hillman Minx saloon, grey, red hide interior, heater, many extras, beautifully kept and in superb condition throughout; £385.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

JACK ALPE offers:—

BRAND new unregistered Hillman Minx Series II convertible coupe, thistle grey with red upholstery and hood, at reduced price of £825; brand new unregistered Hillman estate car, light gun grey with red upholstery, at reduced price of £825.

JULY, 1958, Hillman Minx Series II convertible coupe, thistle grey with red upholstery and hood, 2,950 miles only and as new, £775; another similar, 1957, 13,000 miles, heater and Underseal; £725.

JACK ALPE, 50, Marylebone High St., W.1. Welbeck 1124. [C1103

H. A. SAUNDERS, Ltd.

1957 Hillman Minx saloon, grey, antelope, red upholstery, recorded mileage 1,954, heater; £645.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

CROFTON GARAGES, Ltd.

1954 Hillman Californian, finished in duo green, brown interior, spotlights, seater; £465.—132, Whitechapel Rd., Bishopsgate 3393. [C1139

CAMDEN MOTORS for a wonderful selection of post-war Hillmans, 1947-1957, series II. convertibles, Californians and Huskies; write or 'phone for full details of current stock available.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire-purchase terms. Exchanges 450 other cars available. [C1055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN

ALTWOOD GARAGE offer:—

1956 (series) 17/10/55 Hillman Californian hard top, blue/grey with duo tone interior, heater, etc., taxed year, moderate mileage and in almost new condition throughout; £575.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107

TOM GARNER, Ltd., offer:—

1958 Hillman Minx Series II convertible, blue, 1,200 only; £795.

TOM GARNER Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. BEART & Co., Ltd., offer:—

1957 Hillman Minx de luxe saloon, duo grey, well maintained by one owner, low mileage; £645. —102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1081

WARWICK WRIGHT, Ltd., offer:—

1958 Hillman Minx Series II convertible, blue, blue upholstery, heater, 4,000 miles; £795; another in black or grey, similar mileage.

1956 Hillman Minx Mark VIIIa saloon, black, red upholstery, heater, 14,000 miles; £575.

1958 Hillman Minx Series II de luxe saloon, antelope and pearl grey, red upholstery, heater, 4,000 miles; £725; 1957-58 models in different colours available, all low mileages

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

GEORGE HARTWELL, Ltd., offer:—

HILLMAN Minx Series II, 1958 (Aug.), convertible, fiesta blue, heater, 1,500 miles; £850.

HILLMAN Minx Series I, 1957 saloon, corinth blue/red, heater, radio, screen wash, fog lamp, wing mirrors, one owner; £695.—35-41, Holdenhurst Rd., Bournemouth. Tel. 4161. [C2079

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, cream and green, radio and heater; £350.

1955 Hillman Minx Mark VIII special S.V. saloon, black, radio and heater; £485.

1953 Hillman Minx Mark VI convertible, green, heater; £395.

1957 Hillman Minx Series I saloon, black, heater; £645

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137

THE CONTAY MOTOR WORKS, Ltd.

1958 Series II de luxe Minx, choice of colours, works mileage; £750.

1957 Hillman Minx Series I, heater, low mileage, immaculate; £595.

1957 Hillman Minx Series II de luxe, 2-tone, extras, low mileage; £675.—164a, Southwark Bridge Rd., S.E.1. Waterloo 6162-3. [C1174

PERRY'S OF BOWES ROAD offer:—

1956 Series I Minx, radio, heater, Rapier-type head and exhaust, twin carbs., etc., ivory/yellow; £685.

1954 Hillman estate car, grey, very low mileage £515.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128

HENLYS offer with 4 months' guarantee:—

1955 Hillman Minx estate, blue with red interior; £545.

HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1966. [1190

HENLYS offer with 4 months' guarantee:—

1956 Hillman Californian saloon, one owner, blue and cream with grey interior; £625.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [1183

NAYLOR & ROOT, Ltd. (Established 1920).

'58 Jubilee saloon, grey/red interior, £80 extras, low mileage, beautifully maintained throughout; £745.

CLAPHAM Junction, S.W.11. Battersea 2252. [C3022

CMI CAR SALES (Primrose 6623) offer:—

1955 Hillman Californian, duo colour, heater, one owner, taxed; £525.

3 months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1956 Hillman Californian, radio, heater, reversing lamp, etc., excellent condition; £575.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631 [C4009

1953 model Minx de luxe, good condition; £335.

PHŒNIX MOTORS, Ltd., Oxford Rd., Gerrards Cross. Denham 2716/Gerrards Cross 2545. [C3141

1953 Hillman Minx Mark VI saloon, fitted heater; £365.—Welbeck 1124. [C1103/1

HENDON CENTRAL GARAGE, Ltd., offer 5% h.p. charge for new and second-hand cars.

1957 Series I Hillman Minx de luxe saloon, pearl grey/fiesta blue, heater, taxed; £615.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1956 Hillman Minx de luxe saloon, one owner, green and grey with beige interior; £595.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001. [C3099

£200—'48 Minx convertible, column g/change.—32, Willow Rd., Enfield, Middx. [9990

1956 (May) Hillman Husky, L.H. steering, one owner, 14,000 miles; £595.

1957 (Dec.) 1958 model, Series II, Hillman convertible, one owner, 9,000 miles; £750.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

HILLMAN

COLOSSAL price reductions of top quality used cars —saving over £200.

1957 Hillman Minx series I saloons (4 only) in duo tone colours, fitted heaters and other extras, used exclusively by company executives, complete service history since new, low mileage and in superb condition throughout, these cars are offered with our full guarantee at £635.

PHŒNIX MOTOR CO. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 0161. [C3044

1957 Hillman Minx de luxe saloon, grey/green; £650.

1955 Hillman Minx de luxe saloon, black, fitted radio and heater; £535.—Hale Motors, Tel. 7771. [C2077

£750??—1958 two-tone charcoal/cloud white, 200 miles certified, all facilities, part exchanges.

J. S. MONRO, Hillman Specialist, Newbury Rd., Andover. Tel. 3006. [7401

1958 Hillman Minx de luxe saloon, finished 2-tone grey, mileage only 3,000, virtually new; £725.

THOMPSON-DOXEY, Ltd., Mercedes-Benz main agents, 109-139, Eastbank St., Southport. Tel. 56934-5-6. [4120

1957 Hillman Minx de luxe saloon, black, beautifully maintained by one owner, heater; £625.

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11 Speedwell 4411. [C2019

1956 Hillman Minx Gay Look saloon, blue/grey, fitted heater and without blemish inside and out; £550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weedays 8 a.m. to 6 p.m. [C2006

1955 model de luxe saloon, heater, overriders, taxed, in really good condition; £445.—Esher 2255. [C4086

1956 Minx, series I, heater, one owner, 18,000 miles; £575.—Barnes, 315, Finchley Rd., N.W3. Ham. 2221. [9427

1952 Hillman Minx, heater, immaculate throughout; £375.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

1956 Hillman, ohv special, heater, superb, guaranteed; £445, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4076

1952 Hillman Minx convertible, engine recently reconditioned; £350.—Carr Bros., High St., Purley, Surrey. Tel. Uplands 4812. [1217

1957 (May) Hillman Minx de luxe, heater, etc., 10,000 miles; £650.—Streatham Hill Motors, 54, Streatham Hill. Tul 2221. [9530

1958 Sept. Hillman Minx estate, antelope-pearl grey, perfect, 1,200 miles, taxed; £845.—Tel. Lar. 2013. [1112

1954 Hillman Minx, heater, in exceptional good condition throughout; £435.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

£485—Hillman Minx, black, heater, wing mirrors, taxed, genuine 12,000 miles, excellent condition.—Chl. 4198. [1124

1957 Hillman Minx saloon in very nice condition; £575.—Castle Street Motors, 5, St John's Rd., Hove 70586 [C1169

1956 (late) Hillman Minx de luxe saloon, heater; £550.—Lawton-Gbodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

1957 Minx series I saloon, duo tone, heater, radio, one owner; £585.—Vanderveil Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067

625 gns.—Hillman Minx 1957 model series I de luxe saloon, heater, one owner, exceptional, written guarantee, terms, exchanges.—Rowland Smith, below:—

545 gns.—Hillman Minx 1956 de luxe saloon, duo-tone blue/grey, heater, carefully used, written guarantee, terms, exchanges.—Rowland Smith, below:—

345 gns.—Hillman Minx 1951 phase IV convertible, leather, excellent condition, written guarantee, terms, exchanges.—Rowland Smith, below:—

295 gns.—Hillman Minx 1951 phase IV saloon, black, very good condition, written guarantee, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

1958 (Aug.) Hillman Minx series II saloon de luxe, grey/green, 1,400 miles only, taxed Dec. 31, new cost £825; special price, £750.

1957 (April) Hillman Minx series I saloon de luxe, grey/antelope, 4,840 miles only, heater, overriders, taxed Dec. 31, new cost £850; special price £675.

1956 model Hillman Minx Gaylook saloon de luxe, regd. Oct., 1955, in latest colour scheme, oyster grey/charcoal, light blue interior, 24,022 miles only, taxed Dec. 31, brand new condition, interior and exterior; £575.

ALL the above cars have had one private owner only, supplied new and serviced by us, changed for new Hillman Minxs, and carry our 3 months' guarantee.

MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 52 years. Works: 111, Stafford Rd., Wallington, Surrey. Tel.: Car Sales, Wallington 3404; Works and Service, Wallington 6655 and 6656 [C3020

1954 Hillman convertible, grey, heater, radio, extras, superb condition, licenced; £465; no dealers.—22, Grove Way, Esher. Emberbrook 1397. [1063

1957 Hillman Minx Series I, grey, heater, other extras; £650.—Fairgreen Motors, Ltd., 34-37, Upper Green Heath, Mitcham. Tel. Mit. 3833. [C2139

1957 April, Hillman Minx VII, estate, duo grey, one owner, 9,000 miles, many extras, specimen condition; £685.—Met Garages, Ltd., Maida Vale 4801 and 7082. [1240

1956 (October) Hillman Minx series I convertible, seacrest green, 13,000 miles only, fitted radio and heater, superb example of this most popular vehicle; £675.

B&H MOTORS, 1464-8, High Rd., Whetstone (Finchley), N.20. Hillside 6871. [C1020

1957 (September) Hillman Minx Series II de luxe saloon in yellow/pearl grey, one owner, immaculate condition; £660.—Cattermoles (Garages), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1130

HILLMAN

1958 model Minx series II de luxe saloon, radio, heater, underseal, spots, etc., one owner; £695.—Elmbridge Motors, Kingston By-Pass, Tolworth, Elmbridge 2254. [C4061

£675—1958 manumatic series II Hillman Minx saloon de luxe, blue, low mileage, immaculate.—Arnotts Garages, Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

HILLMAN Minx de luxe, registered October 1, 1957; grey/blue, radio, heater and spot lamp, etc.; 12,000 miles; sacrifice £635; distance no object.—Asher Service Station, East Rd., Bridport. Tel. 2922. [1024

1953 (model) Hillman Minx convertible, colour grey, excellent condition; £360.—Cattermoles (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1160/1

1957 Hillman Minx saloon, grey and blue, excellent condition; £625.—Saul & Slatter, Ltd., 51, Alderman's Hill, Palmers Green, N.13. Fox Lane 1066. [C4008

1956 Hillman California, one owner, heater, cream and red with beige interior, excellent order; £590.—Wheelers (Newbury), Ltd., The Broadway, Newbury 1030. [C4123

1958 series II Minx de luxe, with all extras, 2-tone grey and fawn, 6,000 miles only, car as new; £715.—M. A. Broom, 289, London Rd., Romford. Tel. Romford 43542. [C3116

HILLMAN 10hp 1939 model, very clean, original body, tyres and battery as new, works serviced; £95 or £20 deposit; open all week (till 7 p.m.—Heathfield Garage, Heathfield Rd., S.W.18. [1025

HILLMAN estate car, 1956, ohv engine, duo-grey, excellent order, heater, wing mirrors, screen washer; £500 or h.p.—Baird, 39, Greenwich High Rd., S.E.10. Tideway 2602. [1151

1952 Hillman Minx sal., green beige interior, heater, new tyres, any trial, throughout; £365 or £92 deposit.—R.L.H. Motors, Ltd., 601/609, Kings Rd., Fulham, S.W.6. Ren. 4492/6647. [C3125

1958 (Aug.) Hillman Minx series II, pearl grey/Antelope de luxe saloon, absolutely new, 150 miles only, taxed December 31st, special offer £770.—Hartwells, Bourton-on-the-Water. Tel. 405. [9660

AZ MOTORS offer: 1953 Anniversary saloon, beautifully maintained, £385; also 1958 Series II saloon, 15,000 miles, £650! 1955 convertible, £465! Low h.p.—Palmerston Rd., N.W.6. Mal. 4723. [C1011

MICHAEL CHRISTIE MOTORS for the beautiful Alexander Minx, twin carbs., 69bhp engine, Laycock overdrive on third and top, centre gear lever and restyled coachwork; send for "Autocar" road test.

MICHAEL CHRISTIE MOTORS, Aylesbury 4727. [C1094

XXX Hillman Minx series I saloon, finished in 2-tone green and grey, low mileage; offered reasonably at £625; written guarantee, terms, exchanges.—H. P. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

1957 Hillman Minx saloon, fitted overdrive and Alexander conversion, near £200 worth of extras, car like new; £750, or deposit £25 and 36 hire purchase rentals of £25/15/6.—The Cooden Engineering Co., Ltd., Cooden, Sussex. [1088

HILLMAN HUSKY

WARWICK WRIGHT, Ltd. offer:—

1958 Hillman Husky series II double duty, blue and pearl grey, red upholstery, heater, 12,000 miles, £685; another in red and white, similar mileage.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8 Cunningham 6050. [C4045

WARWICK WRIGHT, Ltd., offer:—

1955 Hillman Husky double duty, blue, red upholstery, 14,000 miles; £425.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137

THE CONTAY MOTOR WORKS, Ltd.

1957 Husky, antelope, heater, immaculate; £475. —164a, Southwark Bridge Rd., S.E.1. Waterloo 6162-3. [C1174

1957 Hillman Husky, one owner, 13,000 miles; £475.—Barnes, 315, Finchley Rd., N.W.3. Ham. 2221. [9626

1957 Hillman Husky, blue, grey, 8,000 miles, one owner; £550; h.p. facilities.—Thomas, 8a, Henley Rd., Southsea. [9640

1955 (July) Hillman Husky, corinth blue, one owner, heater, spot, excellent condition; £385.—Met Garages, Ltd., Maida Vale 4801 and 7082. [1241

1956 Hillman Husky, pastel green with red trim, one local owner since new, used for private and pleasure motoring only, 17,400 recorded mileage and looks considerably less; £485

450 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire-purchase terms. Exchanges. [C1055

1957 Hillman Husky, grey, green and green interior, heater, 9,000 miles only, one owner, in perfect condition, as new; £495.—Sutton Motor Company, 70-72, Grove Rd., Sutton, Surrey. Vigilant 1122. [1100

1956 (Oct.) Hillman Husky, blue/grey, 15,316 miles only, one private owner, genuine history available, taxed Dec. 31, changed for new Hillman Husky; £475. See our advert. under Hillman (Used Cars).

MCKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Works: 111, Stafford Rd. Tel. Car Sales: Wall. 3404. Works: Wall 6655-6. Established 52 years [C3020

395 gns.—Hillman Husky, late 1955 estate car, golden sand, fold-flush rear seating, excellent condition, written guarantee, terms, exchanges, list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hillman Cars Wanted

ALMOST new Hillman required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016

ROWLAND SMITH'S, the Hillman buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

HILLMAN Minx estate required, nearly new, consider new Husky.—Greenways, 81, Alresford Rd., Winchester. [W4087

Hillman Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3685. [0234

PLENTY of spares and reconditioned units for all models, 1934-57 and ex-W.D.; we have the largest stocks, everything available, no waiting; c.o.d. service. R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Tel. Uplands 3637 and 9526. [0378/R

MODERN SERVICE GARAGE, Wimbledon (Rootes main dealers); speedy service on all Hillmans, Humber and Sunbeam spares and all accessories.—Wim. 5155. [0005/R

Hispano-Suiza Cars Wanted

12-cylinder Hispano-Suiza wanted.—E. W. Clark & Son, Ltd., 932a, North Circular Road, London, N.W.2. [0476/R

HOTCHKISS

1949 Hotchkiss 3½-litre saloon, manual gear box, exceptional; £325.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1948 (1949 show model) Hotchkiss drop head coupe, a really extravagant car at a fraction of its original cost, in first-class condition; £565. TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

H.R.G. Cars Wanted

ROWLAND SMITH'S, the H.R.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018/R

Hudson Cars Wanted

THE Hudson Buyers.—See under American Cars.

SIMPSON'S.—Wem. 8691/3903/4422. [W4015

Hudson Spares and Service

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

HUMBER

ROOTES HAVE available a range of Humber cars of very low mileage.
LONDON, W.1.
DEVONSHIRE House, Piccadilly.
GRO. 3401.
BIRMINGHAM, 2.
LOWER Temple St.
CEN. 8411.
MANCHESTER, 2.
129 Deansgate.
BLA. 6677. [0106/R

TOM GARNER, Ltd., offer:—

1958 Humber Hawk Series I touring limousine, Burgundy heater, radio, overdrive, 2,000 only; £1,350.

1957 Humber Super Snipe Mk. IVB saloon (automatic), black, radio, Reutter seats, 6,000 only; £1,115.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

GREENHILL MOTOR Co., offer:—

1958 (Aug.) Humber Hawk in duo blue, 600 miles only, de luxe radio, heater, immaculate and as new, £75 under list price.—Marsh Rd., Pinner, Middx. Pinner 9658. [C2125

GEORGE HARTWELL, Ltd., offer:—

HUMBER Super Snipe Mk. III saloon, heater, bronze/red, in exceptional condition; £365.—35-41, Holdenhurst Rd., Bournemouth. Tel. 4161. [C2079

WARWICK WRIGHT, Ltd., offer:—

1957 Humber Hawk Mk. VI de luxe saloon, black, red upholstery, heater, 13,000 miles; £825.

1957 Humber Hawk Series I (Borg Warner) saloon, grey, red upholstery, radio and heater, 15,000 miles; £1,225.

1957 Humber Super Snipe (Borg Warner) saloon, 2-tone grey, grey/blue upholstery, radio and heater, 5,000 miles; £1,050.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London N.W.8. Cunningham 6050. [C4045

BROWN'S GARAGE (LOUGHTON), Ltd.

1955 Humber Hawk saloon, heater, radio, overdrive; £595.—Brown's Garage (Loughton), Ltd., High Rd., Loughton. Tel. Loughton 6262. [C1034

HENLYS offer with 4 months' guarantee:—

1954 Humber Hawk saloon, green with brown interior; £620.

HENLYS, Ltd. 958-964, High Rd., North Finchley, N.12. Hillside 6666. [1176

1952 Humber Super Snipe, excellent condition throughout; choice of two from £315.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

HUMBER

HEARSES! we are building deck and bearers on the 27hp chassis. Inspection invited.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Richmond 1161. [C1102

A&S Ltd., Humber Pullman and Imperial seven passenger cars. See under Limousines.

ALPE & SAUNDERS, Ltd., (Limousines Purchased), Providence Court, North Audley Street. (Near Selfridges.) Mayfair 2941. [C1006

PULLMAN 7-passenger limousine, 1951/1954.—See our privately owned selection under "Limousines."

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1 (near Baker St. Station). Welbeck 1124. [C1103

CAMDEN MOTORS for high-class post-war Humber saloons, selection from our extensive stock:—

HUMBER Hawk saloon, 1956, a beautiful black car with overdrive, heater, Mark VI ohv engine, leather interior unmarked and the whole car indistinguishable from brand new, one owner; £665.

HUMBER Hawk saloon, June 1957 series I, latest type, supplied direct to its one previous owner by our subsidiary company, very low mileage, silver-grey and black; £1,075.

HUMBER Hawk saloon, 1954 Mark V series, in dark green, completely recellulosed in our own workshops, absolutely unblemished inside and out, brand new tyres; £495.

450 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. (Open until 8 p.m. Unrestricted hire-purchase terms. Exchanges. [C1035

HUMBER Pullman limousine Mark III, titled owner, immaculate condition; £875.—Tel. Viking 2874. [9604

1955 (December) Humber Super Snipe, Iceland blue, red leather upholstery, heater/demister; £595.

BRYCE MOTORS, Ltd., Birmingham Rd., Stratford-on-Avon. [9948

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Thousands of readers search

The Autocar

each week and will see YOUR advertisement.

1957 Humber Hawk de luxe saloon, finished in black with red upholstery, a most perfectly maintained car; £765.

THOMPSON-DOXEY, Ltd., 109-139, East Bank St., Southport. [C4120

1957 (June) Hawk Series I, duo-blue, heater, 18,000 miles, immaculate condition; £1,025.—Nicholls, St. Mary's Sq., Bedford. Tel. 5363. [9577

1955 Humber Hawk saloon, grey with red interior, heater; £595.—Richard France, Ltd., 245, High Rd., Tottenham 0353. [C2118

1948 (April) Humber Hawk saloon, black, very good condition; £230.—Cattermoles (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1180/1

1956 (June) Humber Hawk saloon, model 6A, black, radio, heater, screen washers, mirrors, one owner, taxed; £670.—Cattermoles (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1180

1955 Humber Super Snipe, deep maroon with beige leather, very well kept, in almost unmarked condition throughout; £625.—Wood & Lambert, Ltd., 49, Stamford Hill, N.16. Stamford Hill 3434. [C4093

TOM ALLERY AUTOMOBILES.—1955 Humber Hawk radio and heater, overdrive, blue with red leather, one private owner; £595.—68, Hill Rd., Wimbledon 3848. [C1131

12601 miles only, 1955 Humber Hawk saloon in 1957 condition, fitted overdrive, almost unsoiled, sale or exchange; offers, please, for early disposal; distance no object.—Bambers, Ltd., 33, Liverpool Rd., Southport. Tel. 66161. [9767

AZ MOTORS, further incomparable bargains.—1953 Super Snipe, immaculate; £415! 1952, ditto; £325! Choice 2 1950 Tickford convertibles, radio, heater; £275!!!, low h.p.—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1954 (August) Humber Hawk Mark VI, ohv engine, saloon, black, with fawn leather, heater, overriders, taxed Dec. 31, one private owner; 17,000 miles only from new; lowest mileage 1954 Mark VI Hawk in the country; £595. See our advert. under Hillman (Used Cars).

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Works: 111, Stafford Rd. Tel. Car Sales: Wall. 3404. Works: Wall. 6655-6. Established 52 years. [C3020

HUMBER

245 gns.—Humber Super Snipe 1951 model Mark III de luxe saloon, sliding head, leather, heater, screen washers, good tyres, choice of 3, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4015

1957 (Sept.) Humber Hawk, one owner, 9,700 miles, burgundy and cavalry beige, a superb example; £1,025; exchanges, deferred terms at minimum rates.—173, Westbourne Grove, W.11. Bay. 4274. New showroom: "Truscott's Corner," Chepstow Place, Westbourne Grove, W.2. Bay. 1861. [C4056

1957 Series I Humber Hawk saloon, finished in duo blue with blue interior, fitted heater, screenwashers, etc., this superb motor car has had one private owner and has covered only a very small mileage and is offered with every confidence at the attractive figure of £1,050.

B. A. ROLFE & SONS, Ltd., Romsey, Hants. Tel. Romsey 3187. [C4139

£495.—Humber Hawk 1953/4 de luxe, most magnificent example, almost as new, excellent tyres, leather, heater, spots, etc., etc., choice 5, many others, A.A. or R.A.C. exams. welcomed, exchanges, H.P.—Benmotors, 1, Clarendon Rd., W.11. Park 5066-7 (50yds Holland Park Tube.) [C1017

1952 series Humber Pullman Mark III limousine, immaculately finished in black with full-width occasionals and division, beige hide upholstery front and rear, intercom., heaters, white sidewall tyres, one private owner, faultless appearance and mechanical condition, guaranteed in writing for six months; £895.

CAMDEN MOTORS, the limousine specialists, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Open until 8 p.m. Unrestricted hire-purchase terms. Exchanges [C1035/1

Humber Cars Wanted

LOW mileage Hawk wanted.—Hou. 9309. [W1113

ALPE & SAUNDERS, Ltd., require Limousines or Imperials in above average conditions.

A&S Ltd., Providence Court, North Audley Street (Near Selfridges). Mayfair 2941. [W1006

ALMOST new Humber required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W5016

!!!—Pedigree Estate Cars urgently require Hawk Estates.—340, Euston Rd., N.W.1. Euston 7889. [W5039

URGENTLY required, Humber Super Snipe, 1955/6.—Belle Vue Garage, Whitegate Drive, Blackpool. Tel. 26502. [1107

GOOD Humber required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Humber buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Humber limousine.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

Humber Spares and Service

THE Humber specialists for all spares. Tel. Uplands 3637. See advt. under Parts & Accessories. [0398/R

ISETTA

£245.—1957-8 Isetta 300 Motocoupe, 7,000 miles genuine, one lady owner, as new.—Hampstead 7871. [1227

TOM ALLERY AUTOMOBILES, area agents for the new B.M.W. Isetta; immediate delivery.—68, Hill Rd., Wimbledon 3848. [C1151

V&F MONACO MOTORS.—Official B.M.W. Isetta retailers; immediate delivery.—363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [0068/R

MPHW SALES, Ltd., bubble and miniature car specialists, new and used in stock.—Call 23, Piccadilly, Gerrard 6055; 186, Holland Park Ave., Park 2410; 67, Goldsworth Road, Woking 5231.

£37!! deposit and £13/10/8 for 30 months; £365 cash; £28 deposit and £10/2/6 for a used Isetta; £280 cash.

OR contract hire for £3/10 a week for the year, including maintenance, tax; no mileage charge. [0849

Isetta Cars Wanted

GEORGE CLARKE pay most for Isetta.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [T9124

CLAUDE RYE urgently require Isettas, top prices paid; h.p. accounts settled.—399, Fulham Rd., S.W.6. Renown 6174. [0254/R

JAGUAR MARK VII

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0662/R

BENTALLS, Ltd.

1956 Jaguar Mark VII, automatic transmission, blue with blue upholstery, heater, one owner; £895.—Kingston-on-Thames. Kingston 1001. [C1095

EATON MOTOR Co., offer:—

1955 Jaguar Mark VII M, one owner, overdrive, radio, blue with blue interior, unmarked and faultless; £795.

1955 Series, Jaguar Mark VII M, overdrive, grey with red interior, new tyres, faultless condition; £695.

EATON MOTOR Co., Eaton Socon 236 (St. Neots). [C2114

H. BEART & Co., Ltd., offer:—

1954 Jaguar Mark VII saloon, suede green, fitted radio, supplied and maintained by us from new; £625.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

PORTSEA MOTORS, Ltd., offer:—

1956 Jaguar Mark VII automatic, low mileage, birch grey, red leather, radio, beautiful condition.—Portsea Motors, Ltd., 142, Finchley Rd., N.W.3 (opposite Finchley Rd. Tube station). Hampstead 9661. [C3035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR MARK VII

CLARKE & SIMPSON, Ltd., offer:—

1956 (February) Jaguar Mark VII saloon, automatic transmission, black, beige hide, radio, guaranteed mileage 10,100, faultless condition; £1,050.—49, Sloane Square, S.W.1. Tel. Sloane 0436. [C1048

HENLYS offer with 4 months' guarantee:—

1955 model Jaguar Mark VII saloon, overdrive, one owner, British racing green with tan interior; £785.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1 Gulliver 5721. [1179

WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1955 Jaguar Mark VII saloon, type M, black with red interior, fitted overdrive, radio, tailored suitcases for rear boot, excellent condition throughout.; £825.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094

LEX Wembley Court Motors, Jaguar main dealers.

1955 Jaguar Mark VII "M" type, British racing green, overdrive, radio, heater, 4 months warranty; £765.

LEX GARAGES, Ltd., High Rd., Wembley, Middlesex. Wembley 8787. [1083

1956 Jaguar Mark VII saloon, Borg Warner, one owner, Pacific blue with grey interior; £1,045.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001. [C3039

1954 Jaguar Mk. VII, 32,000 miles, genuine, grey, outstanding condition; £685.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111

1955 series Jaguar Mark VII, automatic, radio, heater, outstanding condition; £845.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1952 Mark VII, radio, heater, turbodiscs, good tyres; £450.—Fleet, Hants 1696. [9912

1956 Jaguar Mk. VII M automatic, 25,000 miles, one owner, maroon; £975; 6 months' guarantee.

COX & Co., Buxton Rd., Hazel Grove, Cheshire. Stepping Hill 4 55. [C1162

1954 (July) Jaguar, heater, overdrive, one owner, 27,000 miles only; £610.—Barnes, 515, Finchley Rd., N.W.3. Ham. 2221. [8887

1956 Jaguar VII saloon, automatic gear box, exchanges, etc.—Wessex Motors, Ltd., St. Cross Rd., Winchester. Tel. 5555. Mr. Ingoldby. [C4087

1953-54 Mark VII, duo colour, in exceptional good condition throughout; £525.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

£435—Mk. VII Jaguar saloon, battleship grey, fitted radio, heater, taxed, reg. 1952; terms, exchs.—Put. 2770. [1089

1954 Jaguar Mark VII, radio, heater, excellent condition; £660.—Robbins, East Putney. Tel. 7881. [C3010

1955 Jaguar Mark VII, grey, red hide, radio, heater, overdrive, small mileage, absolutely as brand new; £895.

1955 Jaguar Mark VII, grey, overdrive, one owner, immaculate condition; £845.

1955 Jaguar Mark VII, green, green hide, overdrive, one owner, real value; £765.

1954 Jaguar Mark VII, grey, red hide, an extremely well maintained car; £645.

1953 Jaguar Mark VII, grey, beige hide, excellent value; £545.—Hewitts Garage, Ltd., High St., Amblecote, Stourbridge. Tel. Stourbridge 5138. [C2138

1956 Jaguar Mk. VII saloon, grey, one owner, excellent condition; £865/7.—H. Leverton & Co., Ltd., Broad St., Spalding, Lincs. Tel. Spalding 3221. [1000

1951 (Nov.) Jaguar Mark VII, black, above average; £435; h.p. and top price for your car in part exchange.—John Jordan, Sandy, Beds. Tel. 271. [9742

1952 Mark VII saloon, grey with grey interior, factory reconditioned engine, 8,000 miles, Michelin X; £440.—Harold Hamblin (Cars), Ltd., Basingstoke. Tel. 19. [C2143

1955 Mark VII Jaguar Type M, heater, radio, overdrive, serviced in owner's fleet workshops, stored each winter, as new; £795.—Booth, 227, Hollinsend Rd., Sheffield, 12. [8963

1956 Mark VII Jaguar M type, fitted overdrive, radio, loose covers; £750; will exchange for smaller car with cash adjustment.—Tel. after six or week-end, Gt. Shelford 3020. [1225

HUNT MOTORS offer:—1956 Mark VII Jaguar, overdrive, radio, heater, very low mileage, one owner, immaculate condition throughout; £880; exactly similar, 1955, £750.—Ace of Spades, Great West Rd., Hounslow 5476, 5999. [C2144

1954 Mark VII Jaguar saloon, overdrive, perfectly maintained by most careful private owner and in 1956 condition throughout; sale or exchange; offers please for early disposal; distance no object.—Bambers, Ltd., 33 Liverpool Rd., Southport. Tel. 66161. [9766

Jaguar Mark VII Cars Wanted

ALMOST new Jaguar Mk. VII required immediately.—Morley, 76 Cambridge Rd., Kingston. Kingston 8885. [W3016

GEORGE NEWMAN & Co., require for cash low mileage Jaguar Mk. VII cars. 369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023

JAGUAR MARK VIII

HENLYS Ltd.,

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0657/R

1957 Jaguar Mark VIII automatic, duo-green, 20,000 miles, one owner; £1,375.

ATALANTA SERVICE STATION, 79-91, New Kings Rd., London, S.W.6. Tel. Renown 1183. [1173

JAGUAR MARK VIII

EATON MOTOR Co., offer:—

1957 Jaguar Mark VIII, automatic 2-tone grey, blue interior, one owner, absolutely unmarked and as new, radio, new Michelin X tyres, fully guaranteed; £1,395.

EATON MOTOR Co., Eaton Socon 236 (St. Neots). [C2114

H. BEART & Co., Ltd., offer:—

1957 Jaguar Mark VIII saloon, duo grey, light blue hide, fitted automatic gear box, radio and wing mirrors, superbly maintained by one careful owner; £1,395.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1061

LEX '57 Jaguar Mk VIII automatic, 2-tone maroon, radio, 9,000 miles; 4 months' warranty; £1,495.

LEX GARAGES, Ltd., 2, Lexington St., London, W.1. Gerrard 8600. [1043

LEX WEMBLEY COURT MOTORS, Jaguar main dealers.

'58 Jaguar Mk VIII automatic, 2-tone grey, 1,200 miles; 4 months' warranty; £1,850.

LEX GARAGES, Ltd., High Rd., Wembley, Middx. Wembley 8787. [1044

1958 Jaguar Mark VIII Borg Warner saloon, duo-grey, red leather, Michelin X, bucket seats, 5,000 miles only, indistinguishable from new; £1,695.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

HAVING PURCHASED a Mark IX saloon I wish to dispose of my Mark VIII saloon finished duotone blue with grey hide upholstery, Borg Warner transmission, H.M.V. push button radio, this car was registered in February 1958, has done 9,500 miles and has always been regularly serviced by Jaguar trained mechanics.—Apply Advertiser, c/o Western Motors, Tel. 26504, Park Row, Bristol, 1. [C4122

Jaguar Mark VIII Cars Wanted

EXTREMELY high price will be paid for Mark VIII in excellent condition. Please ring Vel. 4674.

HUBER MOTORS, Eastern Avenue, Ilford. [T9032

DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—35, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

JAGUAR 2.4

HENLYS, Ltd.,

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0650/R

PHILIP RICKARD, Ltd., offer:—

1956 Jaguar Special Equipment 2.4-litre saloon, 21,000 miles, grey, red.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

LEX WEMBLEY COURT MOTORS, Jaguar main dealers.

'56 Jaguar 2.4 special equipment, British racing green; 4 months' warranty; £1,150.

LEX GARAGES, Ltd., High Rd., Wembley, Middx. Wembley 8787. [1045

1957 Jaguar 2.4 saloon, overdrive, radio, 11,000 miles; £1,235.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277 [C4057

1957 model Jaguar 2.4-litre saloon, one owner, green with tan interior; £1,245.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001. [C3039

JAGUAR 1957 2.4, ivory, overdrive; £1,250; another special equipment model, £1,195.—City Motors, George St., Oxford 48027. [C1146

1957 2.4 s/e, overdrive, 11,000 miles, one owner, immaculate; £1,255.—Elmbridge Motors, Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

2.4 Jaguar, 1956, mileage just over 8,000, white finish; £1,125.—Grayshott Garage, Grayshott, Hindhead, Surrey. Tel. 422. [1196

1958 (January) Jaguar 2.4, black with grey interior, special equipment, overdrive, mileage 9,000, taxed, excellent condition; £1,375.—Kerridge, Ltd., Alton 2224. [C3116

JACK ROSE, Ltd., offer 1956 2.4 Jaguar, in pearl grey and red hide, most attractive, any examination accept £1,025.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1956 (Oct.) Jaguar 2.4 saloon, overdrive, low mileage; also 1958 Jaguar 2.4, 5,000 miles; exchanges, etc.—Wessex Motors, Ltd., St. Cross Rd., Winchester. Tel. 5555. Mr. Ingoldby. [C4087

1958 Jaguar 2.4 saloon, grey/blue, special equipment model, overdrive, disc brakes, 5,000 miles, one owner, unblemished throughout; £1,455.—Cresta Garage, Groby Rd., Leicester. Tel. Anstey 2225-6. [9272

9973 miles only 1957 2.4-litre Jaguar saloon special equipment, overdrive, practically unsoiled; sale or exchange; offers please for early disposal; distance no object.—Bambers, Ltd., 33 Liverpool Rd., Southport. Tel. 66161. [9765

1957 model (reg'd. Oct. '56) Jaguar 2.4, 12,000 miles only, overdrive, black with red leather, meticulously kept by one lady owner and in superb condition; £1,185.—George Newman & Co. (Brighton), Ltd., Jubilee St., Brighton 24247/8. [9634

1956 (March) Jaguar 2.4-litre special equipment, blue, 17,000 miles; an excellent example and wonderful value, £995; also latest 2.4 automatic, disc brakes, works mileage, list price, exchanges, deferred terms at minimum rates.—175, Westbourne Grove, W.11. Bay. 4274; new showroom: Truscott's Corner, Chepstow Place, Westbourne Grove, W.2. Bay. 1861. [C4035

JAGUAR 2.4

1958 Jaguar 2.4 saloon, special equipment model, in Cotswold blue with blue interior, radio, screenwashers, etc., a one-owner 6,000-mile car with complete history, cannot be distinguished from a brand new model; £1,365.—Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.1. Sloane 8326. [C2073

Jaguar 2.4 Cars Wanted

LOW mileage 2.4 wanted.—Hou. 9309. [W1113

LOW mileage automatic required.—Lethbridge, Hop. 5797. [W1164

DOCTOR urgently requires automatic 2.4 Jaguar.—Box 0309. [9956

2.4 with overdrive, wanted urgently.—Pinner Motor Co., Ltd., Pinner 456. [W3105

JAGUAR 2.4 saloon required, nearly new, consider 3.4.—Greenways, 81, Alresford Rd., Winchester. [W4087

DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—35, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

ALMOST new Jaguar 2.4 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016

JAGUAR 3.4

HENLYS, Ltd.,

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0661/R

PORTSEA MOTORS, Ltd., offer:—

1957 (July) Jaguar 3.4, one owner, overdrive, radio, loose covers, 9,000 miles only, impeccable condition unmarked.—142, Finchley Rd., N.W.3. (opposite Finchley Rd. Tube station.) Hampstead 9661. [C3063

DUNCAN HAMILTON & Co., offer:—

1958 series 3.4, carmen red, with silver grey interior, fitted disc brakes, overdrive, H.M.V. radio, turbo discs, badge bar, wing mirrors, etc., beautifully maintained by one private owner; £1,650.

1958 3.4, B.r.g. with green interior, fitted overdrive, Ace Rimbellishers, etc., in absolutely unmarked condition throughout; £1,585.

OPEN all day Saturday.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091

GUY SALMON AUTOMOBILES offer:—

1957 (July) Jaguar 3.4 saloon, sage green, overdrive, one owner, immaculate; £1,375.—Portsmouth Rd., Thames Ditton. Emberbrook 2551-2-3. [C4001

S. H. NEWSOME & Co., Jaguar specialists.

1957 3.4-litre special equipment saloon, Cornish grey, dark blue leather, overdrive, 17,000 miles; £1,395.—S. H. Newsome & Co., Ltd., Jaguar Distributors, Corporation St., Coventry. Tel. 25061. [C3145

WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1957 Jaguar 3.4 saloon, cotswold blue with grey interior, fitted overdrive, radio, etc., one owner, 16,000 miles, excellent condition throughout; £1,425.

1957 Jaguar 3.4 saloon, maroon with maroon interior, automatic transmission, one owner, 17,000 miles, immaculate condition throughout; £1,525.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094

LEX Wembley Court Motors, Jaguar main dealers.

1957 Jaguar 3.4, grey, overdrive, heater, 4 months warranty; £1,495.

LEX GARAGES, Ltd., High Rd., Wembley, Middlesex. Wembley 8787. [1084

1957 Jaguar 3.4, overdrive, 8,000 miles, one owner; £1,545.

WARD'S GARAGE, Tunbridge Wells, Kent. Tel. Southborough 1000. [9625

1958 Jaguar 3.4 saloon overdrive, disc brakes, 12,000 miles, one owner; £1,635.

1958 Jaguar 3.4 saloon, automatic, mist grey, 7,000 miles, radio, disc brakes; £1,695.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. [C4057

1958 3.4-litre, disc brakes, overdrive, radio, 10,000 miles; £1,590.—Park Crescent Garage, Clifton Rd., Worthing, Sussex. [9965

1958 Jaguar 3.4-litre saloon, grey with red leather, automatic transmission, disc brakes, small mileage, indistinguishable from new; £1,675.

DOVES (DARLINGTON), Ltd., 24/26, Bondgate, Darlington. Tel. 2751. [9917

1957 3.4 Jaguar automatic saloon, spare unused mist grey, one owner, 12,000 miles, in immaculate condition; for £1,495.—Pinner Motor Co., Ltd., Pinner 456. [C3106

1957 Jaguar 3.4 saloon, grey, overdrive, first registered June 1957, 14,000 miles, new condition; £1,395.—H. Leverton & Co., Ltd., Broad St., Spalding, Lincs. Tel. Spalding 3221. [1008

Jaguar 3.4 Cars Wanted

LOW mileage 3.4 wanted.—Hou. 9309. [W1113

3.4 wanted urgently.—Pinner Motor Co., Ltd., Pinner 456. [W3105

DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—35 High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

ALMOST new Jaguar 3.4 required immediately.—Morley 76, Cambridge Rd Kingston. Kingston 8885 [W3016

JAGUAR XK120

22563 miles only, 1954 XK120 Jaguar fixed head coupe unsoiled and in 1956 condition in every detail; sale or exchange, offers please for early disposal; distance no object.—Bambers, Ltd., 33 Liverpool Rd., Southport Tel. 66161. [9765

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR XK120

HENLYS, Ltd.,

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0656/R

EATON MOTOR Co., offer:—

1954 Jaguar XK120 fixed head coupe, radio, heater, Michelin X, exceptional condition; bargain £695.

EATON MOTOR Co., Eaton Socon 236 (St. Neots). [C2114

DUNCAN HAMILTON & Co. offer:—

1954 XK120 d.h.c., 24,000 miles, fitted whitewall tyres, luggage rack, unmarked throughout, £750; another similar model available from £685.

OPEN all day Saturday.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091

JAGUAR XK120 fixed head coupe 1953 model, black, extras, ex works car, over £400 spent recently, 3 owners, never crashed; offers round £650, h.p./part-exchange.

CLABON GARAGE, Cadogan Square, S.W.1. Knightsbridge 9401. [9973

1954 Jaguar XK120 fixed head coupe, slate grey, grey leather interior, excellent condition throughout, very well maintained car; £695.—Clubman Autos, Ltd., 138-142, High St., Tooting, S.W.17. Balham 3484. [C1161

595 gns.—Jaguar 1954 XK120 super sports roadster, grey, heater, screenwashers, luggage carrier, Michelin X, one owner, excellent condition; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Jaguar XK120 Cars Wanted

DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

JAGUAR XK140

HENLYS, Ltd.,

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0663/R

JACK SMITH offers:—

1955 Jaguar XK140 hardtop with overdrive, grey/red, low mileage, outstanding condition; £915.—23, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. [C4082

KNIGHTSBRIDGE offer:—

1955 Jaguar XK140 drop head coupe, pale blue with new dark blue hood, chromium wire wheels, Michelin X, tuned engine, chrome luggage grid, twin exhausts, special radio, fitted servo brakes, beautiful car; £985.

1 Roberts Mews Lowndes Place, S.W.1. Sloane 4086. [C2036

SWANMORE GARAGE, Ltd.

1955 XK140, drophead coupe, full special equipment, wire wheels, overdrive, radio, C type head, Michelin X, Ocelot seat covers, screen washers, spotlamp, finished in burgundy with red interior, only 30,000 miles and completely unmarked; £975.—1176-1180, Christchurch Rd., Boscombe East. Southbourne 43344. [C4024

DERRICK BRADSHAW offers:—

1956 fixed head coupe, special equipment model, C type, wire wheels, Michelin X, etc., black/red, outstanding condition throughout; £985.—7-23, Jay Mews, S.W.7. Knightsbridge 7771. [9859

PORTSEA MOTORS, Ltd., offer:—

1956 XK140, birch grey, red leather, overdrive, probably the most outstanding specimen available, unmarked; £1,075.—142, Finchley Rd., N.W.3 (opposite Finchley Rd. Tube Station). Hampstead 9661. [C3111

CLARKE & SIMPSON, Ltd., offer:—

1955 (May) XK140 fixed head coupe, black, red leather, in exceptional order; £895.—49, Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048

DUNCAN HAMILTON & Co. offer:—

1955 XK140 d.h.c., full special equipment and extras valued at over £400 including C type engine, overdrive, close ratio gear box, wire wheels, Michelin X tyres, twin exhaust, Koni shock absorbers, heavy duty clutch, new Motorola radio, new hood, reclining passenger seat, spot lights, windscreen washers, badge bar, wing mirrors, etc.; £965.

1955 XK140 d.h.c., overdrive, wire wheels, radio, spot lights, windscreen washers, Michelin X tyres, etc., bills available for recent mechanical check-over costing over £100; £895.

1955 XK140 f.h.c., 23,000 miles, radio, Michelin X tyres, twin exhaust, spot light, windscreen washers, badge bar, etc., beautifully kept, one owner; £975.

OPEN all day Saturday.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091

HENLYS offer with 4 months' guarantee:—

1956 model Jaguar XK140, fixed head coupe, British racing green with green interior; £995.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0081/9782. [1197

1955 Jaguar XK140 roadster, black; £925.—Odeon Motors, Ltd., Bar 1144. [C3028

1956 Jaguar XK140 fixed head coupe, 8,000 miles, radio, fitted trunks; £1,050.

WARD'S GARAGE, Tunbridge Wells, Kent. Tel. Southborough 1000. [1222

1955 (July) XK140 h/top., Mich. X tyres, chrome wheels, sp eq., radio and heater, w/washers, spots, C-type head, black, 22,000 miles; £925.

XL SERVICE STATION, Kingston Vale, S.W.15. Kingston 6333. [C4060

JAGUAR XK140

1955 (July) Jaguar XK140 drop head coupe, overdrive, dual exhaust, radio, luggage grid, fitted suitcase, 23,000 miles, immaculate; £925.—Box 02345. [1036

1955 Jaguar XK140 drop head coupe, radio, heater, chrome wire wheels, twin exhausts, a brand new engine supplied by the works has just been fitted, quite the best chassis we have ever offered; £1,045.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

1955 Jaguar XK140 hard top, low mileage, one owner, radio, etc.; £955.—Mansfield Autos, Ltd., High Rd., Broxbourne, Hants. Tel. Hoddesdon 4567. [C3001

1956 Jaguar XK140 f/h coupe, 15,000 miles only, overdrive, radio, supplied and maintained by ourselves, faultless; £1,095; terms.—Philip Foster, 106, High St., Uxbridge. Tel. 4202. [9688

1955 XK140 Jaguar drop head coupe, 22,000 miles only; for sale or exchange; offers please for early disposal; distance no object.—Bambers, Ltd., 33, Liverpool Rd., Southport. Tel. 66161. [8676

Jaguar XK140 Cars Wanted

J. H. BARTLETT.—Consult us before selling or exchanging your XK140.—27, Pembridge Villas, W.11. Bayswater 0523. [W1013

DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—33 High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

JAGUAR XK150

HENLYS, Ltd.,

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0664/R

JACK SMITH offers:—

1958 (April) XK150 hard-top, special equipment, wire wheels, disc brakes, suede green/green, 9,000 miles only, indistinguishable new; £1,695.—23, Bruton Place, Berkeley Square, London, W.1. Mayfair 0661. [C4082

PORTSEA MOTORS, Ltd., offer:—

1958 XK150 fixed head, overdrive, disc brakes, special equipment, 6,000 miles, many extras, cost £2,100; bargain at £1,775.—142, Finchley Rd., N.W.3 (opposite Finchley Rd. Tube Station). Hampstead 9661. [C3111

1958 XK150 hard top with radio and special equipment, no competitions or rough usage, absolutely unmarked; £1,675; choice of 2.—Rudds, 41, High St., Worthing 7773/4. [1096

1958 Jaguar XK150 hard top, special equipment model, 8,000 miles, 4-month written guarantee; £1,775; terms and exchanges.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

6158 miles only, 1958 XK150 Jaguar fixed head coupe, disc brakes, overdrive, special equipment, nearly new car; sale or exchange; offers please for early disposal; distance no object.—Bambers, Ltd., 33, Liverpool Rd., Southport. Tel. 66161. [9764

ROSE & YOUNG, Ltd.—1958 XK150 fixed head coupe, 6,000 miles only, fitted chrome wire wheels, radio, loose covers, Undersealed, luggage carrier, etc., as new; £1,745.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

MAY 1958 XK150 Jaguar drop head coupe, special equipment model, wire wheels, disc brakes, overdrive, radio, 5,800 miles, one owner, tyres slightly worn, spare unused, cost new £2,150; in superb condition, offers please.—Pembury Car Sales, Pembury 394, Kent. [1220

Jaguar XK150 Cars Wanted

DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

XK150 wanted in exchange 4-berth aux. gaff cutter, value £1,250; and up to £600 cash for first-class special equipment model.—Handley, 10, St. Paul's Wood Hill, Orpington, Kent. Tel. Foo. 4227. [1010

JAGUAR MISCELLANEOUS

HENLYS, Ltd.,

88 Piccadilly. Hyde Park 0247.

THE Jaguar Showrooms.

50 Jaguars to choose from.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER (Blackfriars 7843).

BOURNEMOUTH (Bournemouth 6314).

CAMBERLEY (Camberley 2677-8-9).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

PARKWAY, Regents Park, N.W.1. (Gulliver 5721.)

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station. [0027/R

COOMBS & SONS (GUILDFORD), Ltd.

JAGUAR 2.4 Special Equipment saloon with overdrive, 1956, in pearl grey with dark blue interior, one owner only, moderate mileage; £1,095.

JAGUAR XK120 fixed head coupe, special equipment model, twin exhausts, radio, etc., racing tyres, April 1954, two owners; £750

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

JAGUAR MISCELLANEOUS

DICKS.

1950 Jaguar Mark V saloon, carefully used; £325.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Tel. Gladstone 7175. [C1072

1953 (September) Mark V Jaguar, all extras (£120); £550.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441/6666. [C1036

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041

CAMDEN MOTORS for a wonderful selection of Jaguars of all types.—See below.

JAGUAR 2.4 saloon, 1957, special equipment series with overdrive, radio and heater, a one owner specimen car, very moderate mileage; £1,095.

JAGUAR Mark VII saloon, 1954, in birch grey with red hide, beautifully maintained, usual extras; £595.

JAGUAR Mark VII saloons, 1953, choice of 3, all in colour with all extras, all moderate mileage cars; from £545.

JAGUAR Mark V convertible, very rare and desirable series, a 1951 car in specimen condition throughout, racing green, usual extras, superb mechanically; £445.

JAGUAR Mark V saloon, 1950, works reconditioned engine in March this year, about 5,000 miles, two owners, beautifully maintained car; £365.

JAGUAR 1½-litre special equipment saloon, 1947, fitted discs, heater, twin fog and pass lights, windscreen washers, excellent condition throughout; £325.

450 cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire purchase terms; exchanges. [C1035

JAGUAR Mark V saloon, immaculate; £380 o.n.o.—Write Andrew, 6, Warwick St., W.1. [1067

1949 50 Jaguar Mark V saloon, in really outstanding condition; £355.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

265 gns.—Jaguar 1947 2½-litre saloon, silver grey, sliding head, red leather, heater, exceptional; terms, exchanges.—Rowland Smith, below:—

295 gns.—Jaguar November 1948 3½-litre drop head coupe, duo-tone grey, grey leather, heater, excellent condition; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

AZ MOTORS offer 1950 Mark V saloon, above average; £350!—Palmerston Rd., N.W.6. Mai. 4723. [C1011

1950 Jaguar Mark V 3½-litre saloon, radio, grey with biscuit interior; £425.—Windovers, Ltd., The Hyde, Hendon. Colindale 4031. [C4118

1950 Jaguar Mark V, duo-colour, radio, heater, exceptional condition throughout; £325, seen Surbiton, appointment.—Elmbridge 4854 9 to 7. [1122

1946 Jaguar 1½ saloon, black, heater, sun roof, flame throwers, impressive condition; £315.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 3430. [C1150

£295.—Jaguar 2½-litre 1948 (July), in excellent condition, recently had extensive overhaul, maintained by concessionaires, 2 owners only, radio, heater, taxed.—Hazells Garage, Amersham 1277. [1221

1948 Jaguar 3½-litre d/h coupe, green, very good condition, recent replacement engine, radio, heater, good tyres, hood as new; garage maintained and overhauled; £340.—St. Edmunds School, Canterbury 3781. [1140

Jaguar Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Jaguar buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

1½ special equipment model, must be immaculate; cash waiting.—Hutchins, 253, Barry Rd., S.E.22. For. 9019. [1117

NEARLY new or small mileage Jaguar wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

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1957 541 saloon, disc brakes.

1955 Interceptor convertible.

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1957 Jensen 541, in outstanding condition; £1,635, terms, exchanges welcomed.

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MICHAEL CHRISTIE MOTORS for new and used Jensens, enthusiastic attention, expert tuning.—Aylesbury. Tel. 4727. [C1094

NEWBURY MOTORS (WORCESTER), Ltd., Jensen distributors; demonstration to all parts of the country.—34, Foregate St., Worcester 2361. [C3146

JENSEN 541, November 1955, overdrive, special head and twin exhaust, heater, screenspray, rev counter, wire wheels, etc.; £1,300.—P. S. Nicholson, Garage, Forres. [9947

1955 (Aug.) Jensen 541, low mileage, overdrive, radio, heater, rev. counter, washers, etc., one owner; £1395.—Elmbridge Motors, Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

COOMBS & SONS (GUILDFORD), Ltd., South of England distributors covering Surrey, Sussex and Hampshire; trade enquiries invited from these counties; retail enquiries from anywhere in U.K.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford Surrey. Tel. Guildford 62907. [C1057

1958-9 R series, streamlined, 4-seat saloon with discs, wire wheels, etc., absolutely as new and almost unused, genuine reason for sale at considerable saving on list price.—Rudds, Worthing 7773-4. [1095

Jensen Cars Wanted

JENSEN 541 saloon required, low mileage, 1956/7.—Greenways, 81, Alresford Rd., Winchester. [W4087

J. H. BARTLETT.—Consult us before selling or exchanging your Jensen.—27, Pembridge Villas, W.11. Bayswater 0523. [W1013

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1951 model Javelin de luxe, black, brown leather, 54,000 miles, reconditioned 44,000; £320.—Gordon, East Dean, nr. Eastbourne. [9992

1949 Javelin, confidently claimed finest existing example. Series III engine, unquestionably superb; £335, terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1951 Jowett Javelin de luxe saloon, steel grey with red leather upholstery, very carefully maintained and really exceptional condition; £350.—Morris, 29, Ashley Way, Westone, Northampton 1296. [1133

295 gns.—Jowett Javelin September 1950 de luxe saloon, leather, heater, excellent condition; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

JOWETT Jupiter 1953 in red with beige interior, fitted radio and heater; this car is one of the more rare examples of this desirable marque and there cannot be many left in such a well-preserved state; £495; part exchanges, cars or motor cycles; h.p. terms; your existing account settled if you wish.—Slocombes, Ltd., 58-52, Dudden Hill Lane, N.W.10. Willesden 4869/3934. [C4017

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ROWLAND SMITH'S, the Jowett buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

GOOD Javelin required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

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COMPLETE spares for Javelins and Bradford always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

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GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialist repairs.—228-234, London Rd., Croydon (Cro. 3641); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0464/R

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£325.—1939 120mph V12 sports saloon, 49,000 miles only and two owners, radio, immaculate, in mushroom and black.

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1950 (June) Lagonda 2.6 sports saloon, blue, red hide, H.M.V. radio, heater, overhauled; bargain, £475; h.p. if required.—John Jordan, Sandy, Beds. Tel. 271. [9739

1955 Lagonda 3-litre sports sal. (Tickford body), one (titled owner, immac. app., ex. cond., radio, etc., blue with red upholstery, written guar.; £1,525.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

125 gns.—Lagonda September 1934 4½-litre 4-door pillarless sports saloon, grey, red leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith (Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1940 Lagonda V12 Special Rapide drop head coupe, ex Mr. Allen Good, black and silver, fitted with new 2½-litre Daimler Consort engine, which has done 6,000 miles, giving 95mph and 22mpg, good tyres, immaculate condition; £495.—George Kidd Motors, Beauchamp Rd., Leamington Spa. Tel. 1247. [1103

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1955 Lagonda 3-litre 4-door saloon in two-tone grey, green upholstery, just been fully serviced and equal to new in performance and appearance; this being one of three cars, owner driven, mileage is less than 28,000; cost £3,500; offered at £1,450; tubeless tyres, heater, wireless and all the special features expected in a car of the highest class; seen either London or Bournemouth.—Sobell, 27, Richmond Grove, Surbiton, Surrey. Elmbridge 4225 or Christchurch (Hants.). Tel. 599. [9568

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XXX Excellent cash price offered for good Lagonda.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005

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495 gns.—Lanchester 14 October 1953 de luxe saloon, black, green leather, preselector, heater, one careful owner; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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J. H. BARTLETT.—Lancia Aprilia, one owner, £275; Lancia Augusta, late series saloon, specimen, £255.—27, Pembridge Villas, W.11. Bayswater 0523. [C1013

1939 Lancia convertible, new hood; £175.—Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 2471-3. [C1080

AURELIA 2nd series (B.12 saloon), works mainstained; 1,000gns or very near offer; cash only; seen London or Tunbridge Wells.—Box 0259. [1163

1956 Aurelia B12 pillarless saloon, passed by Lancia and in showroom condition.—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C3061

1956 (July) Lancia G.T. Spyder, radio, heater, etc., specially tuned, a most immaculate low mileage car.—Elmbridge Motors, Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

1938 Lancia Aprilia saloon, one owner for 18 years, in exceptional condition; terms, exchanges.—Cornwall Garage, Stratford Rd., W.8. Western 2616. [C1162

JOHN S. TRUSCOTT, Ltd., the oldest Lancia agents; an excellent 1952 Aurelia B10 saloon, £695; also a 1950 at £475; exchanges, deferred terms at minimum rates.—173, Westbourne Grove, W.11. Bay. 4274; new showroom: Truscott's Corner, Chepstow Place, Westbourne Grove, W.2. Bay. 1861. [C4035

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LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc; carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5856). [80320/R

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175 gns.—Lea-Francis October 1948 14hp estate car, hardwood body, glass all round, drop tailboard, good tyres; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lea-Francis Cars Wanted

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Lea-Francis Spares and Service

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SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

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CHARLES FOLLETT, Ltd., Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-7-8. [0595/R

SPARES and service.—J. C. Alexander, Ltd., 190, Deansgate, Manchester, 3. Tel. Des. 4795-6. [0628/R

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ARMSTRONG Sapphire, 1956, fully automatic, l.w.b., 7-passenger Limousine, private owner, 20,000. £1,595.

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ARMSTRONG Sapphire, 1955, Pre-selectric, 7-passenger Limousine, one owner, loose covers, exceptional condition. £1,295.

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AUSTIN, 1955 Series, L.W.B. Princess, forward occasionals, leather throughout, heater, radio, underseal, one owner, private, black; £1,780.

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AUSTIN, 1951 March, 16 h.p. Hirecar, one owner, black, exceptional value; £495.

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HUMBER, 1952, Series III Pullman, cloth rear, heaters, radio, one private owner, 32,000, black; £1,065.

HUMBER, 1952, Series III Pullman, L.H.D., cloth rear, heaters, radio, private, 27,000 miles, black; £750.

HUMBER, 1952, Series III Imperial, leather throughout, heaters, one private owner, black; £935.

HUMBER, 1951 May, Series III Pullman, cloth rear, electric division, heaters, black; £795.

ROLLS-ROYCE, 1937 Rippon 25/30, forward occasionals, cloth rear, swept tail, heater, one owner, private, small mileage, black; £690.

ROLLS-ROYCE, 1935, Thrupp, 20/25, cloth rear, wide forward occasionals, swept tail, recent engine overhaul, black; £395.

ROLLS-ROYCE, 1946, Wraith, Park Ward, cloth rear, electric partition, forward occasionals, heater, black; £1,225.

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1937 Packard 7-seater limousine with division, black, £135.

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300SL roadster, 5,000 miles only, extra chromium wheels; £4,750.

220S 1958, Hydrak transmission, 9,000 miles, Motorola radio; £2,075.

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220A 1955, grey with grey interior, radio, one owner, superb; £1,235.

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190 saloons.

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WIDE choice of colours.

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1955 Mercedes 180 saloon, heater, 16,000 miles, whitewall tyres, specimen car; £995.—9/13, Catford Hill, S.E.6 Forest Hill 8394. [1201

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190SL convertible.

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GUARANTEED used cars.

1956 type 300C automatic 4/5-seater, convertible, immaculate; £3,150.

1956 type 220A saloon, radio, heater, Servo-assisted brakes, 27,000 miles only, one owner; £1,460.

1954 type 180 saloon, low mileage, sunshine roof, whitewall tyres, covers; £935.

1939 5.2-litre 4-door Cabriolet, genuine 35,000 miles; superb condition; £725.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [4036

BOGNOR STATION GARAGE.—Mercedes 170, 1938; £135.—29, Longford Rd., Bognor 2102. [C1160

BLACK & WHITE GARAGES. 'Phone 331 & 231 Harvington Evesham

ALWAYS a full range of new and used Mercedes-Benz cars available; visit our attractive showrooms; largest stocks of accessories and spares in the Midlands; full repair facilities by trained Mercedes-Benz mechanics; official Bosch and Hella distributors (trade also supplied), part exchanges, hire purchase, insurances; Mercedes-Benz main dealers S. Worcestershire, S. Warwickshire and Herefordshire.—Black & White Garages, Evesham Tel. Harvington 331. [0203

1954 Mercedes 300 saloon, black, radio, heater, very clean; £1,400.

COUNTY CARS, Ltd., 30, Oldham Rd., New Cross, Manchester, 4. Central 9257. [C1152

1958 (May) Mercedes 220S, 8,000 miles, as new.—Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Tel. Hoddesdon 4567. [C3001

1950 model Mercedes-Benz, l.h.d., in excellent order throughout, Telefunken radio, heater; £365.—Spicers Car Sales. Tel. Hitchin 2037. [C4131

1955 220A saloon, black, grey trim, moderate mileage, one owner, wonderful condition; price £1,300.—Ralphs Garages (Cardiff), Ltd., 3a, Cathedral Rd., Cardiff. Tel. 29239. [1048

14000 miles, 1956 saloon 220 de luxe, tyres and whole car like new, guaranteed perfect, used occasionally as second car to Bentley; £1,375; no offers; private.—Box 0067. [9542

1957 190SL Mercedes-Benz, with hardtop and soft-top, radio and heater, etc., 17,000 miles, as new; £2,200.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Tel. Biddulph 3174. [1007

1957 Mercedes Benz 220 S saloon, finished in blue, H.M.V. radio, 4 months' guarantee; £1,875.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [1071

1951 type 220 2.2-litre Mercedes, l.h.d. saloon, excellent condition; £425; terms, exchanges. —Palmers 3, Russell Gardens Mews, Kensington W.14. Park 9704. [C3034

1958 220S Mercedes, Hydrac, radio, cream and red, 6,500 miles, one owner, immaculate; £2,200.—H. L. Blundell, Christchurch Rd. Folkestone 2726. [C1108

1955 Mercedes 220A, black, red upholstery, radio, heater, 39,000 miles, immaculate one-owner car, taxed; £1,375.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1955 Mercedes-Benz 300SL coupe, ivory with blue upholstery, fitted radio, heater, speed pilot and seat covers, etc., 27,000 miles.—Francis Motors, 393, Humberstone Rd., Leicester. Tel. Leicester 66304. [C2131

ROSE & YOUNG, Ltd.—1957 Mercedes 300SC sports drop head coupe, 7,000 miles only, fitted radio, leather upholstery etc., cost new nearly £7,000; now offered at £3,450.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min Streatham Hill Station) Tulse Hill 6464 [C3057

Mercedes-Benz Cars Wanted

B. J. HUNTER, Ltd., The Mercedes Agents.

URGENTLY require late models.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

ALL types post-war Mercedes-Benz urgently required.

WOKING MOTORS, Ltd., open Saturday afternoons. Maybury Hill, Woking 4277. [W4057

PRIVATE buyer wants 220S, please state year and mileage; cash or cheque.—Box 0231. [1950

NEW Mercedes 190SL roadster required, exchange offered.—81, Alresford Rd, Winchester. [W4087

ROWLAND SMITH'S, the Mercedes buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

J. H. BARTLETT.—Consult us before selling or exchanging your post-war Mercedes. We also require 540K or SSK.—27, Pembridge Villas, W.11. Bayswater 0523. [W1013

Mercedes-Benz Spares and Service

NOTTINGHAMSHIRE.

SALES, service and spares, factory trained personnel. —Main agents B. & K. Thomas, Ltd., 17/21, Loughborough Rd., West Bridgford, Nottingham. Tel. 82121 (5 lines). [0966/R

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales service and spares, Great West Rd., Brentford, Middlesex. Ealing 3070. [0962/R

MERCEDES-BENZ coachwork specialists; all crash work, trimmings, etc.; trade invited; collection and delivery arranged, any distance.—Judmans Car Service, 13-15, Blue Anchor Lane, Bermondsey, S.E.16. Bermondsey 3696. [T9133

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd Great West Rd., Brentford. Tel. Ealing 4506-9 [0748

MESSERSCHMITT

MPHW SALES, Ltd., bubble and miniature car specialists, new and used in stock.—Call 23, Piccadilly, Gerrard 6055; 186, Holland Park Ave., Park 2410; 67, Goldsworth Road, Woking 5231.

£34!! deposit and £12/11/8 for 30 months; £339 cash; £26 deposit and £9/10/4 for a used; £260 cash.

OR contract hire for £3/7/6 a week for the year, including maintenance, tax; no mileage charge. [0844

Messerschmitt Spares and Service

PRIDE & CLARKE.—Stock spares; quotations any part by return post; c.o.d.; easy payments; trade supplied.—Stockwell Rd., S.W.9. Brixton 6251. [S3068/R

Messerschmitt Cars Wanted

GEORGE CLARKE pay most for Messerschmitt.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [T9124

METROPOLITAN

LEX The Dome.

1957 Metropolitan, hard top, 6,000 miles, 4 months' warranty; £645.

LEX GARAGES, Ltd., The Dome, Great West Rd., Brentford, Middlesex. Ealing 2271. [1066

J. DAVY, Ltd., Austin agents.

1958 Metropolitan convertible, one owner, excellent condition, comprehensive guarantee; £625.

180—184, Kensington High St., W.8 (Wes. 7181); 215, Brompton Rd., S.W.3 (Kni. 4215); 68, North Row, Park Lane, W.1 (Hyd. 2311); Arlington St., Piccadilly, S.W.1 (Hyd. 3141). [1236

TOM GARNER, Ltd., offer:

1957 (Nov.) Nash Metropolitan hard-top coupe, cream/red, rdo., etc., 5,000 only; £650.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. [C2020

CHIPSTEAD MOTORS, Ltd., offer:—

CONVERTIBLE, June 1958, 4,000 miles only, radio, heater, as new.—142, Holland Park Ave., W.11 Park 5445-6 [C1046

BOON & PORTER, Ltd., Metropolitan agents.

1957 Metropolitan hard top coupe, coral/white, 19,999 miles; £595.

CASTELNAU, S.W.13 (nr. Hammersmith Bridge). Riv. 4444. [C1022

WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1958 Austin Metropolitan hardtop saloon, finished in dual red/white, one owner, 5,000 miles only, condition equal to new; £645.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2253, extn. 19. [C4094

1957 (July) Metropolitan convertible, radio and heater, special two-tone colour claret/ivory, 4,000 miles; £650.—Hounslow 9644. [C4106

1957 (June) Metropolitan hard top coupe, duo-green/white, 7,000 miles, all extras, taxed; £615.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond 6441. [C1116

1958 Metropolitan, 5,000 miles only; £665.—John Gray, 20, Hermitage Lane, N.W.2 Speedwell 1242. [C2026

1958 Nash Metropolitan convertible, dual tone cream and red, 3,000 miles, as new; £625.—Morris & Paulson, 70, London Rd., Enfield, Middx. Enfield 3950. [C3133

M.G. MIDGET

CHIPSTEAD MOTORS, Ltd., offer:—

£455.—1952 series TD, immaculate, in suede green, heater, pass lamps, Michelin X, etc.—142, Holland Park Ave., W.11. Park 5445-6. [C1046

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. MIDGET

WEYBRIDGE AUTOMOBILES offer:—

1952 M.G. TD 2-seater, white with beige interior, fitted supercharger, really excellent condition throughout; £485.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094

JARVIS OF WIMBLEDON, sports car dept.

1952 TD, dark green/beige, 5,000 miles on factory replacement engine and gear box, Mark II s/absorbers, spec. exhaust; £485.

JARVIS & SONS, Ltd., S.W.19. Lib. 6221. Wim. 2526. [C2086

PARADE MOTORS (MITCHAM), Ltd., offer:—

1957 M.G. A, Ireland green, hard top, 15,000 miles, immaculate; £805.

1956 M.G. A, red/red, Turbo disc wheels, many extras; £699.

1954 M.G. TF, red/red, reconditioned engine, excellent throughout; £575.

1954 M.G. TF, black/beige, superb condition; £565.

1954 M.G. TF, black/green, radio and other extras; £555.

1953 M.G. TD, red/red, many extras; £485.

1953 M.G. TD, black/red, beautiful throughout; £485.

1951 M.G. TD, blue/beige, many extras; £445.

PART exchanges and hire purchase welcomed.

PARADE MOTORS (MITCHAM), Ltd., Monarch Parade, London Rd., Mitcham, Surrey. Tel. Mitcham 3392/7188. [3036

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1954 M.G. TF; this car can only be described as absolutely spotless, must be seen to be believed; £695. [C1001

1953 M.G. TD, red, fast, above average condition; £470.

BRADSTOCK MOTORS, 454, London Rd., North Cheam. Fairlands 6283. [C1090

1954 (Aug.) M.G. TF 2-seater, in red, red leather, with extras, specimen; £565.

1953 (June) M.G. TD 2-seater in black with beige leather, 19,000 miles only; £475.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109

1949 M.G. TC 2-seater, green/green leather, excellent condition throughout; £350.

VIADUCT GARAGE (WOODFORD), Ltd., North Circular Rd., South Chingford, E.4. Tel. Larkswood 1203/3908. [9501

1951 (late) TD, engine overhauled, bored, etc., 50 miles back, coachwork excellent; £450.—Bushey Heath 3282. [C1119

1947 M.G. TC, black and grey paintwork, new hood and tonneau cover, exceptional condition; £325; h.p. terms and exchanges.

ERC SERVICES, 2-5, Summerland Gdns., Muswell Hill, N.10. Tudor 8075/Fitzroy 0293. [C2095

£465—M.G. TD 1953, in maroon with new fawn hood, twin spot lamps, etc., taxed.—Automo. 229, West End Lane, Hampstead, N.W.6. Ham. 3430. [C1150

595gns.—M.G. Midget 1955 TF 1500 2-seater, red, beige leather, screen washers, wing mirrors, carefully used, written guarantee; terms, exchanges.—Rowland Smith, below:—

445gns.—M.G. Midget, 1953 TD 2-seater, heater, passlight, badge bar, new hood, excellent condition, written guarantee; terms, exchanges.—Rowland Smith, below:—

365gns.—M.G. Midget, November 1949, TC 2-seater, good tyres, carefully used, written guarantee; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4081

1933 M.G. J2 sports 2-seater, recent reconditioned engine, good little car; £75; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£310—M.G. TC roadster, black with green, outstanding condition; distance no object; open week-ends; immediate h.p.; insurance; exchanges.—Ann Street Motors, Worthing 8405. [C1176

M.G. Midget Cars Wanted

S. H. RICHARDSON.

WANTED, all model M.G.s, any model, any year, any condition, full engine, body, chassis, reconditioning service; trade offers invited; hire purchase accounts settled.—The Gold Star Garage, Moor Lane, Staines, Colnbrook 2259. [T9104

TC, TD, TFs wanted for cash.—Archway Engineering, Ltd., Bridgwater St., Knott Mill, Manchester, 3. Blackfriars 6455. [0687/R

M.G. MAGNETTE

SWANMORE GARAGE, Ltd.

1956 M.G. Magnette, gunmetal grey/grey hide, nice condition; £795.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43344. [C4024

5% Hire Purchase charge, new and secondhand cars.

1955 M.G. Magnette, black with red upholstery, heater, engine completely overhauled 2,000 miles ago; this car is above average for its year; £675; generous part-exchange allowance.—Kenton Central Garage, Ltd., 381, Kenton Rd., Kenton, Middx. Tel. Wordsworth 0251. [9363

1958 M.G. Magnette, red, one owner, 2,000 miles only; £1,025.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middx. Tel. Hou. 2258 & 3456. [0795/R

1958 Series M.G. ZB Magnette, with all extras, 11,000 miles; £960.—Hendon Way Motors, 393-5, Hendon Way, N.W.4. Hen. 6011. [C3063

M.G. MAGNETTE

GUY SALMON AUTOMOBILES offer:—

1957 M.G. Magnette ZB series saloon, grey/black leather, radio, chrome wheel discs and new Whitewall tyres, 22,000 miles only, one owner, supplied by us; £765.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1957 M.G. Varitone, maroon and cashmere beige, immaculate condition; £895.

1956-7 M.G. Magnette, grey, red hide, one owner, real value; £785.

1956 M.G. Magnette, grey, red hide, one owner, excellent value; £675.—Hewitts Garage, Ltd., High St., Amblecote, Stourbridge. Tel. Stourbridge 5138. [C3138

1957 M.G. Magnette saloon, steel blue with red interior; £875.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001. [C3039

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1954 (Oct.) M.G. Magnette, green with beige interior, one owner, chauffeur kept, H.M.V. radio, absolute specimen; £695. [C1001

1956 M.G. Magnette saloon, finished in grey with red leather upholstery, 21,000 miles from new; £735.

M. J. HUGHES, Ltd., 19, The Highway, Beaconsfield. Tel. 644. [1224

1954 (Sept.) Magnette, really beautiful throughout, taxed; £585.—Bruce France, 20, Cromwell Mews, South Ken. Fla. 0513. [C2096

1957 (October) M.G. Magnette, dual blue, mileage 9,000; £950.—F. L. Cranmore, Ltd. Tel. 2040 Potters Bar. [C1062

1956 Magnette, twilight grey, 21,000 miles, immaculate; £725.—Sergeant & Collins, Bromley. Imperial 2242. [1232

M.G. Magnette, Underseal, fitted overdrive, one-owner car, in as new condition; £975.—Robbins, East Putney. Tel. 7881. [C3010

1956 M.G. Magnette, unmarked, radio and heater; £685.—Carr Bros., High St., Purley, Surrey. Tel. Uplands 4812. [1218

M.G. Magnette, 1954, green, converted to ZB specifications by Alexander Conversions, heater, radio, new tyres; £615.

BRADSTOCK MOTORS, 454, London Rd., North Cheam. Fairlands 6283. [C1090

1957 M.G. Magnette saloon, twilight grey, overdrive, radio; £895.—Richard France, Ltd., 245, High Rd., Tottenham 0353. [C2118

1954 (July) M.G. Magnette saloon, twilight grey/grey leather, heater, screenwashers, spotlights, taxed and in very nice order throughout; £575.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70: evenings and week-ends, Littlewick Green 3076. [C1107

1956 M.G. Magnette, twilight grey, moderate mileage, one fastidious owner; £725.—Dewnier Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewel 2392. [C2128

1957 M.G. Magnette saloon, blue with maroon upholstery, 10,000 miles; £875.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [1069

£565—Magnette, 1954 (Nov.), green with heater, radio, twin spots, screenwashers, wing mirrors.—Graham Peacock (Wirral), Ltd., Chatterbridge, Wirral.—Bromborough 3255. [1207

1957 (July) Magnette, one owner, 12,000 miles, heater, spot lamps, immaculate; £865; deposit £129/15.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3108

1955 (June) M.G. Magnette saloon, black/green leather, one owner, nice condition; £685.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109

1956 M.G. Magnette saloon, black and maroon hide, one titled owner, radio, Regency covers, 19,000 miles, immaculate; £745.; terms and exchanges.—Gee Cars, Ltd.

169· Fulham Rd., S.W.3. Kni. 4733; or 60-62, Queenstown Rd., S.W.8. Mac. 3363. [T9126

1954 M.G. Magnette, dark metallic grey, heater, screenwashers, etc., excellent general condition, moderate mileage, guaranteed; £595.—London Cars, 592, Greenford Rd., Greenford, Middx. Waxlow 2643/4307. [C3057

725gns.—M.G. Magnette, 1956 sports saloon, birch grey, maroon leather, radio, heater, screen washers, excellent condition, written guarantee; choice of 2; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

M.G. Magnette Cars Wanted

MAGNETTE saloon required, late model.—Greenways, 81, Alresford Rd., Winchester. [W4067

ALMOST new Magnette required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8985. [W5016

1955 Magnette wanted for cash, private deal.—20, Lime Tree Rd., Hounslow, Middx. Tel. Hounslow 4281. [9986

XXX Excellent cash price offered for good M.G. Magnette.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005

NEARLY new or small-mileage M.G. Magnette wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

M.G. A

1958 M.G. A sports, red, 3,000 miles only; £850.—Acorn 7680. [C4113

M.G., 1958 A hardtop; blue/black leather, radio, heater, 5,000 miles; £975.—City Motors, George St., Oxford 49027. [C1146

M.G. A

J. DAVY, Ltd., M.G. agents

4600 miles 1956 M.G. A fixed head coupe, adjustable steering, as new, comprehensive guarantee; £905.

180—184, Kensington High St., W.8. Wes. 7181, 215, Brompton Rd., S.W.3. Kni. 4215, 68, North Row, Park Lane, W.1. Hyde 2311. Arlington St., Piccadilly, S.W.1. Hyde 5141. [C1069

H. BEART & Co., Ltd., offer:—

1956 M.G. A, 2-seater, fitted heater, immaculate throughout, fitted works reconditioned engine; £975.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548. [C1081

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1958 M.G. A fixed head coupe, ivory with red leather, heater, screen washers, one owner, 11,000 miles, as new; £950. [C1001

M.G. A 2-seater, 1956, as new; bargain £650.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Tel. Biddulph 3174. [1008

1958 M.G. A, blue with black upholstery, 2,000 miles; £895.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [1070

1957 M.G. A coupe, black, one owner, 9,000 miles, fog lamps, heater; £825.—H. L. Blundell, Christchurch Rd., Folkestone 2726. [C1106

JACK ROSE, Ltd., offer:—1956 M.G. A 2-seater, wire wheels, hard top, heater and extras, in ivory; one owner; accept £695.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3058

1956 M.G. A 2-seater sports, radio, etc., in ex. showroom cond., colour blue; written guar.; £695.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

1958 M.G. A f/h coupe, green, black leather, heater, screen washers, one owner, 5,500 miles, as new, taxed year; £895.—Irelands Garage, Ltd., Parkfield Rd., Wolverhampton. Tel. 27572-3. [1022

1957 M.G. A (Oct.), black/red leather, 2,196 miles guaranteed, extras include wire wheels, speed tyres, adjustable wheel, heater, screenwashers, tonneau cover, luggage grid, cost over £1,165; price required £915.—J. Whattler, Folperro, Rochester Rd., Gravesend. [9005

M.G. MISCELLANEOUS

REG. TIMMS offers:—.

1957 model Magnette ZB series, one owner, 14,000 miles only, radio, heater, washers, etc., £825.

1952 model M.G. 1½-litre saloon, new engine, brakes, etc., fully guaranteed; £395.

HIRE purchase, part exchanges.

16· North St., Leighton Buzzard, Beds. Tel. Showroom 2561; office 2496. [C4140

1935 H Magnette, red; £75.

1936 N Magnette, red; £170.

1936 PB 2-seater, grey; £160.

1955 TF 1,500cc, black; £625.

1958 ZB Magnette, red; £1,025.

TOULMIN MOTORS, 345, Staines Road, Hounslow, Middlesex. [9526

CMI CAR SALES (Primrose 6623) offer:—

1947 M.G. 1¼ saloon, very clean; £260.

3 months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/R

BEARTS OF KINGSTON, M.G. specialists.—Sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3548. [0062/R

1953 M.G. 1¼ sports saloon, heater, one owner, black with green interior; £525.—Windovers, Ltd., The Hyde, Hendon. Colindale 4051. [C4118

1939 M.G. Type VA 1½litre sports 4-seater, well maintained; £165.—Newton, 18, Alwyne Drive, Clifton, York. [1147

M.G. Miscellaneous Cars Wanted

ROWLAND SMITH'S, the M.G. buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

URGENTLY required, 1946-47 M.G. saloons and 2-seaters.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109

M.G. Spares and Service

W. JACOBS & SON Ltd.

SPECIALISTS in M.G. spare and service.

W. JACOBS & SON, Ltd., Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4-5. [0466

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gros. 4141. [0505/R

SPARES, most models, gaskets, valves, springs, ball-races, wheels, road springs, new crankshafts for X.P.G.A. models, chromium luggage grid, zero and racing screens, embossed grab handles, light-alloy high-performance heads, M.G. A, Magnette.—Derrington, 158-161, London Rd., Kingston 5621-2. [4107

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Spares and Service

TOULMIN MOTORS.

M.G. specialists.

SOLELY M.G. cars, sales and repairs; most comprehensive range of M.G. spares in the country; complete range of reconditioned engines always in stock; largest c.o.d. service in the country; open Monday to Saturday.—TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middx. Tel. Hou. 2238 and 3456. [0349/R

M.G. spares, most parts in stock for all models 1936 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085 [0435/R

MORGAN

1958 Morgan 4/4 sports, 13,000 miles; £575.

BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3599. [C1027

PLUS Four, TR engine, red with black leather, exceptional condition, 16,000 miles only; £595 o.n.o.—Tel. Liverpool Childwall 2076. [9953

1956 Morgan 4×4 Series II, reg. November, ivory, immaculate, many extras, undersealed, enthusiast maintained; £525 o.n.o.—Tel. Hornchurch 46711. [1120

DISTRIBUTORS for Derbyshire and South Yorkshire, W. Machent & Son, Ltd., Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. Also Beauchief Garage, 157, Abbeydale Road South, Sheffield. Tel. 71025. [0634/R

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041 [W4018/R

BASIL ROY, Ltd., require for cash or part exchange for any make.—161, Great Portland St., W.1. Langham 7733. [0977/R

Morgan Spares and Service

BASIL ROY, Ltd., official spare parts stockists, service and repairs.—161, Great Portland St., W.1. Langham 7733. [0514/R

MORRIS MINOR

A1 at Brown's.

1957 (May) Morris Minor 1000 2-door de luxe saloon, blue, red interior, heater, extras, 10,000 miles only, indistinguishable brand new; £545.

1952 (Sept.) Morris Minor convertible, green, fawn hide interior, beautifully kept and maintained; £375.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

G. S. HALL Ltd., offer:—

MORRIS Minor 1000, 1957, 2-door, sage green, green heater, 5,000 miles, immaculate condition; £595.—302-306, King St., W.6 Riverside 8881. [C2100

J. DAVY, Ltd., Morris agents.

MORRIS Minor convertible, Alta O.H.V. conversion with balanced crank shaft, gives vivid performance, maintained by very enthusiastic owner; £395.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. 68, North Row, Park Lane, W.1. Hyde 2311. Arlington St., Piccadilly, S.W.1. Hyde 3141. [C1069

WARWICK WRIGHT, Ltd., offer:—

1955 (November) Morris Minor 2-door saloon, beige, twin carbs., heater, 11,000 miles; £495.

1953 Morris Minor de luxe 4-door saloon, green, heater; £395.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137

WARWICK WRIGHT, Ltd., offer:—

1957 Morris Minor 1,000 de luxe convertible, black, red upholstery, heater, 18,000 miles; £545.

1958 Morris Minor 1,000 de luxe saloon, green, grey upholstery, heater, 2,000 miles; £595.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

PERRY'S OF BOWES ROAD offer:—

1957 Morris Minor 1000, black, excellent condition; £555.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128

ENGINES RECONDITIONED, Ltd., offer:—

1950 Morris Minor saloon, new engine and gearbox, spareen condition; £325.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070

B. J. HUNTER, Ltd., Austin agents, offer:—

1957 (November) Morris Minor 1000 4-door saloon de luxe, 6,000 miles only, ex-works car; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HENDON CENTRAL GARAGE, Ltd., offer:—

1954 Morris Minor 4-door de luxe saloon, black, exceptional condition, taxed; £425.

1955 (December) Morris Minor 4-door de luxe saloon, black, another immaculate example as above, taxed; £475.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

CMI CAR SALES (Primrose 6623) offer:—

1953 Morris Minor 2-door saloon, heater, taxed; £425.

3 months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

MORRIS MINOR

JARVIS OF WIMBLEDON, 100% B.M.C. dealers.

1957 Minor 1000 4-dr. d/l sals.; from £570.

1957 1000 2-dr. sals.; from £545.

1956 1000 4-dr. sal., black/grey; £565.

1956 series II 2-dr., green, immac.; £495. (All B.M.C. Warranties.)

1955 Traveller, recent replacement engine, re-sprayed; (3 months' guarantee); £495.

JARVIS & SONS, Ltd., S.W.19. Lib. 8221. Wim. 2526. [C2086

1956 (June) Morris Minor, 2-door saloon; £445.

1958 (Sept.) Morris Minor 1000, 2-door de luxe saloon, 1,800 miles only; £610.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1956 Morris Minor 2-door de luxe saloon, fitted heater, wing mirrors, 18,000 miles, excellent condition; £485.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4006

1954 ohv Morris Minor saloon, grey, exceptional condition; £425.

BRADSTOCK MOTORS, 454, London Rd., North Cheam. Fairlands 6283. [C1090

1957 Morris Minor 1000 4-door de luxe saloon, 14,000 miles, one owner, sage green; £575.

KENNINGS, Ltd., 84-90, Holland Park Ave. (next Holland Park Tube). Park 5077-8-9. [C3030

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041

1955 Morris Minor de luxe, outstanding condition; £450.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1955 Morris Minor Traveller, radio, splendidly maint.; £495.—Below.

1955 Morris Minor Convertible, clarendon grey, bargain; £450.—Smith & Hunter, 376, Kensington High Street, W.14. Western 2312. [C4019

YES—but if it's Morris—it's Sparks of Streatham Hill, S.W.2, your main depot.—Tulse Hill 3434. [0812/R

1955 Morris Minor 2-door de luxe saloon, clarendon grey, one owner, 18,000 miles only; £475.

HERBERT & MILLS, Ltd., 75, Great Portland St., London, W.1. Langham 3508-7. [C2056

1955 Minor 4-door saloon, one owner, taxed to end of year; £425.—Roy's Motors, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [C4117

1957 Minor 2-door, heater, seat covers, roof rack, Pyeway radio, 2 unused Michelin tyres, 13,000 miles; £550.—Portsmouth 24411, Ext. 118. [1150

1956 Morris Minor Travellers de luxe, excellent condition throughout; £565.—Kings Motors, 1, High St., Hounslow 3532/2559. [C2049

4-DOOR de luxe Minor 1000, one owner, voucher serviced, 7,000 miles only; all facilities; part exchanges.

J. S. MUNRO, Used Car Specialist, Newbury Rd., Andover. Tel. 3006. [7402

1955 Morris Minor Traveller's, heater, small mileage; £495.—Barnes, 315, Finchley Rd., N.W.3. Ham. 2221. [9427

£330 for quick sale.—Black Minor, 1953, recon. ohv engine, good order, heater, new hood.—Ham. 1830. [1149

1955 Morris Minor Travellers car; £485.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

1955 Morris Minor Traveller, one owner, 18,000 miles, almost as new; £515.—Carr Bros., High St., Purley, Surrey. Tel. Uplands 4812. [1210

1956 de luxe model, heater, showroom condition, 10,000 miles, one owner, dark green.—Tel. 51160 Blackpool (mornings only). [9998

1956 Morris Minor saloon, 4-door de luxe, finished in clarendon grey with red upholstery, excellent condition, one owner; £495.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); 399, London Rd., Croydon (Thornton Heath 4283); or 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

1955 Morris Minor saloon, black, appearance as new; £450.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

1955 Minor Traveller de luxe, dark green with chassis and bodywork in excellent condition; £485.—Hynard, 7, Havelock Rd., Hastings. Tel. 51237. [9951

1957 Minor 1000 2-door saloon de luxe, one owner, heater, black with red leather, only 10,000 miles, guaranteed; £550.—Campbell Symonds, Alperton 1515. [C1037

£425.—1955 Morris Minor 2-door saloon, new tyres, immaculate condition.—Arnotts Garages, Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

1957 (December) Minor 1000 convertible de luxe Alexander conversion, radio, many extras; £585.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [1239

1955 (June) Morris Minor 4-door d/l saloon, heater, one private owner, looks and runs as new; £475.—348, King St., Hammersmith, W.6. Riv. 2837-8. [C3130

4500 miles only.—1956 (January) 4-door de luxe, green, heater, excellent condition, one elderly owner; £525.—Mann, Garden Flat 2, Queen's Hotel, Church Rd., S.E.19. [1125

ROSE & YOUNG, Ltd.—1958 Morris Minor tourer, 4,000 miles only, finished in ivory; £565.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min Streatham Hill Station). Tulse Hill 6464 [C3057

MORRIS 8 & 10

MORRIS Minor 1950 convertible, resprayed, new tyres, extras; £315 o.n.o.—Ley. 1353. [1003

MORRIS MINOR

1954 2-door saloon, one owner, 30,600 miles, new piston rings just fitted, excellent; £395; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1956 (August) Morris Minor 4-door de luxe, saloon, black, heater, one owner, excellent condition; £475.—Cattermoles (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1180

1955 Minor 1000 de luxe saloon, low mileage, as new; £60 deposit, balance over 30 months.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [C3016

1955 Morris Minor, 2-door saloon, black, red interior, well maintained; £435 or £87 deposit.—Roy's Automobiles, Ltd., 127 Parkway, Regents Park, N.W.1. Euston 2700/8894. [C3059

1956 Minor Traveller's car, black, red trim, excellent condition; £515.—Rawlings Tudor Garage, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281. [C4152

1957 Morris Minor 2- and 4-door saloons, mileage 12,000 to 15,000, B.M.C. guarantee; £550 to £575.—Lankester Engineering Co., Ltd., 39, Eden St., Kingston. Kin. 3151. [0046/R

1957 Morris Minor 2-door standard saloon, Clarendon grey with maroon upholstery, fitted heater, 4 months' guarantee; £565.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [1073

1957 Minor 1000 saloon, de luxe model, heater, leather, overriders, badge bar, wing mirrors, new tubeless tyres, smart black, excellent condition throughout; £545; terms possibly arranged.—Nicholas, 30, Esplanade, Seaford, Sussex. [1142

MORRIS Minor, October, 1957, 2-door saloon, clarendon grey, garage proprietor owner, 7,000 miles, as new, extras include Lucas electric screen washers, heater, etc., taxed Dec.; £555.—Barts Garage, Cluny Mews, Warwick Rd., S.W.5. Frobisher 2753. [1141

445 gns.—Morris Minor October 1955 de luxe Traveller, grey, red leather, heater, one owner, excellent condition; written guarantee; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Minor Cars Wanted

ALMOST new Minor required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016

ROWLAND SMITH'S the Minor buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

NEW Morris Minor 1000 Traveller's car required; consider saloon.—Greenways, 81, Alresford Rd., Winchester. [W4087

£125 or offer.—1939 Series E tourer, splendid order, dark green.—Wembley 1764. [9995

275 gns.—Morris 8, September 1948 4-door saloon, leather, excellent condition; terms, exchanges.—Rowland Smith, below:—

89 gns.—Morris 8, 1939 Series E tourer, PVC hood, good tyres; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Morris 8 2-door de luxe saloon, new engine just fitted, black, brown hide; £199; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

MORRIS COWLEY

HENLYS offer with 4 months' guarantee:—

1957 Morris Cowley saloon, green with green interior; £725

HENLYS, Ltd., 958-964, High Rd., North Finchley, N.12 Hillside 6666. [1177

1955 Morris Cowley saloon, black, heater, one owner; £475.

GEE CARS, Ltd., 169, Fulham Rd., S.W.3. Knightsbridge 4733 or Macaulay 3363. [T9126

1958, one owner, Clarendon grey with red trim, fitted heater; £710.—Weybridge 3265. [C1143

1955 Morris Cowley, heater, as new condition; £475.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

MORRIS OXFORD

LEX

1958 Morris Oxford series 3, 7,000 miles, 4 months' warranty; £775.

LEX GARAGES, Ltd., 585, London Rd., North Cheam. Derwent 2266. [1081

A1 at Brown's.

1957 Morris Oxford saloon, clarendon grey, red hide interior, heater, extras, beautifully kept and maintained, in exceptional condition throughout; £695.

1952 Morris Oxford saloon, blue/ivory, interior to match, host of extras, in magnificent condition throughout, must be seen to be believed; £425.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

EFS MOTORS, offer:—

1957 Morris Oxford series III (current model) grey and red, one owner, moderate mileage; only £695.—E. F. S. Motors, Kingston By-Pass, Esher, Surrey. Emberbrook 3000. [C2112

CROFTON GARAGES, Ltd.

1955 Morris Oxford Traveller's, heater, electric clock, etc., finished in sage green, one owner from new; £585.—132, Whitechapel Rd., Bishopsgate 5393. [C1139

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

1953 Morris Oxford, red/grey; £395.
MCLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-8. [C3083

GUY SALMON AUTOMOBILES offer:—

1957 Morris Oxford saloon, sage green, 16,000 miles only, faultlessly kept; £759.—Portsmouth Rd., Thames Ditton Emberbrook 5551-2-3. [C4001

HENLYS offer with 4 months' guarantee:—

1957 Morris Oxford saloon, one owner, grey with red interior; £775.
HENLYS, Ltd., 958-964, High Rd., North Finchley, N.12. Hillside 6666. [1178

DIXON'S GARAGE (PUTNEY), Ltd., offer:—

1957 Morris Oxford, manumatic, heater, radio, exceptionally well kept, one owner; £785.—134, West Hill, S.W.15. Putney 0396. [C1075

1956 (July) black, extras, under 5,000 miles; £675.—Ing's Garages, Maidenhead 2149. [C2119

1955 (late), one owner, black with red trim; £485. Weybridge 3265. [C1143

1955 Morris Oxford saloon, one owner, heater, screen washer, taxed, very good order; £525.
G. W. WILKIN, Ltd., Hampton Court, Molesey 6109. [C4055

YES,—but if it's Morris—it's Sparks of Streatham Hill, S.W.2., your main depot.—Tulse Hill 3454. [0813/R

£645—Morris Oxford Traveller, 1956, green, heater.—Offord, 67, George St., W.1. Welbeck 6899. [C3115

!!!—1956 Morris Oxford Traveller, very nice order; £585.—Pedigree Estate Cars, 340, Euston Rd., N.W.1. Euston 7889. [C3039

1957 (March) Oxford, sage green, mileage 1,600, as new; £750.—F. L. Cranmore, Ltd. Tel. 2040 Potters Bar. [C1062

1957 Morris Oxford, black, red trim, immaculate; £735.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

TANKARD & SMITH, Ltd., offer Series II Morris Oxford saloon, black/red, heater, magnificent condition; £495.—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801. [C4027

JACK ROSE, Ltd., offer 1954 Morris Oxford Series II, black with red hide, 28,000 miles, carefully maintained, a genuine car; accept £495.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1957 (April) Morris Oxford saloon, low mileage, one owner, immaculate throughout, taxed; £700.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1957 Morris Oxford saloon, 2-tone grey/maroon, heater, excellent condition throughout; £725.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195; and 96-98, Ewell By-pass. Ewell 2392. [C1054

XXX 1957 Morris Oxford saloon, heater, one owner, finished in black with red interior, an extremely attractive car; £715; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

MORRIS Oxford Traveller, July 1955, works reconditioned engine, 12,000 miles, black, immaculate bodywork, mechanically perfect, many extras; £475, or near offer.—Tel. Bal. 6888 or Balham 5116 after 6.30 p.m. [1118

395 gns.—Morris Oxford September 1953 saloon, grey, red leather, radio, one owner, excellent condition, written guarantee; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Oxford Cars Wanted

!!!—Pedigree Estate Cars urgently require Oxford Travellers.—340, Euston Rd., N.W.1. Euston 7889. [W3039

ROWLAND SMITH'S, the Oxford buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

NEW Morris Oxford Travellers car required, saloon considered.—Greenways, 81, Alresford Rd., Winchester. [W4067

MORRIS ISIS

GUY SALMON AUTOMOBILES offer:—

1955 Morris Isis saloon, green/green leather, 28,000 miles, meticulously kept; £550.—Portsmouth Rd., Thames Ditton Emberbrook 5551-2-3. [C4001

HENLYS offer with 4 months' guarantee:—

1956 Morris Isis Traveller car, one owner, black with red interior; £765.
HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1966. [1190a

1956 Morris Isis, outstanding condition, heater; £515.—Carr Bros., High St., Purley, Surrey. Tel. Uplands 4812. [1219

1956 Morris Isis saloon de luxe, black, most beautifully maintained by one fastidious owner; £535.
GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019

AZ MOTORS offer 1955-6 Isis saloon, small mileage, exceptionally good value; £495! low h.p.—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1958 Isis, grey/red leather, r.h. change, negligible mileage, as new, our client payed nearly £1,000; must sacrifice £850.—Tanner Bros. (1918), Ltd. Renown 4494/6. [1991

1958 (model) Morris Isis saloon, radio, heater, etc., 6,800 miles, B.M.C. guarantee; £825; terms and exchanges.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2026

Morris Isis Cars Wanted

1957 Isis Travellers cars wanted, r.h. gear change. Greenways, 81, Alresford Rd., Winchester. [W4067

!!!—Pedigree Estate Cars urgently require Isis Travellers.—340, Euston Rd., N.W.1. Euston 7889. [W3039

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Morris Spares and Service

MORRIS genuine spares and special services in the West End.
S. MORRIS AND COMPANY, Cleveland Garage, Cleveland St. Tel. Mus. 1952. [0342/R

HAMMERSMITH, W.6. Rogers Garage, Engineers, Wellesley Ave., Riverside 2644. Sales and Service. [B3054/R

LARGEST and quickest spares and service in the South of England.—Hewens Garages, Ltd., Reading. Tel 54436. [0206

R. HARDY & SONS, 83, Marylebone High St., W.1.—Experienced for nearly a century, complete overhauls and coachwork our speciality; exchange engine units, spares and accesssories.—Hunter 0942. [0365/R

NASH

NASH.

NEW models, spares and service.

NASH CONCESSIONAIRES, Ltd., Albany St., N.W.1. Euston 5558. [0937

NOBEL

MPHW SALES, Ltd., bubble and miniature car specialists, new and used in stock.—Call 23, Piccadilly, Gerrard 6055; 186, Holland Park Ave., Park 2410; 67, Goldsworth Road, Woking 5231.
DELIVERIES of this superb miniature car start in December; call on us and order soon. [0854

OLDSMOBILE

LEX The American car specialists; see offer under Used American Car column.
LEX GARAGES, Ltd., 2, Lexington St., Piccadilly Circus, London, W.1. Gerrard 8600. [0523/R

Oldsmobile Cars Wanted

THE Oldsmobile buyers.—See under American Cars.
SIMPSON'S.—Wem. 8691/3903/4422. [W4015

LEX—sole distributors in the U.K., require good used post-war Oldsmobiles.
LEX GARAGES, Ltd., 2, Lexington St., Piccadilly Circus, W.1. Gerrard 8600. [0971/R

Oldsmobile Spares and Service

REPAIRS and Service by Sole U.K. distributors.
LEX at 46-50, Gloucester Ave. Regent's Park, London, N.W.1.
PRIMROSE 0161. [0627/R

OPEL

KNIGHTSBRIDGE offer:—

1955 Opel 2½-litre Kapitan Super saloon, 25,000 miles only, radio, Continental steering, heater, superb condition, a £1,500 car of comfort, performance and delightful appearance for—£785.
I. Roberts Mews, Lowndes Place, S.W.1. Sloane 4088. [C2036

B. J. HUNTER, Ltd., Austin agents, offer:—

1956 Opel Kapitan saloon, full 6-seater, highly economical; £895.
B. J. HUNTER, Ltd., 23, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HARRY DAVIES CAR SALES, Ltd., offer:—

1955 (regd. '56) Opel Rekord saloon, fitted radio, heater, spots, windscreen washers, seat covers and demisters front and rear, Continental performance with maximum economy; £495; terms.—128-132, Manor Park Rd., Harlesden, N.W.10. Elgar 2707. [0546/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for service and spares.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0513/R

OFFICIAL Opel Spares and Service Agents. B. & C. Concessions, Ltd., 46-50, Gloucester Ave., London, N.W.1. Primrose 0161 [0952/R

PACKARD

SCOTT CARS.

1951 Packard, right-hand drive, automatic, radio, heater, immaculate.

1947-8 Packard, right-hand drive, 6-cylinder radio, heater, really outstanding condition.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6876/7779. [C4016

Packard Cars Wanted

THE Packard buyers.—See under American Cars.
SIMPSON'S.—Wem. 8691/3903/4422. [W4015

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repair specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [S4028

LEONARD WILLIAMS & Co., Ltd., for Packard spares.—Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469/R

PANHARD

WORTHING MOTORS, Ltd., Panhard distributors for Sussex, Broadwater Rd., Worthing. Tel. Worthing 71. [0652/R

1951 Dyna Panhard, black, 20,000 miles only, absolutely as brand new; £375.—Hewitts Garage, Ltd., High St., Amblecote, Stourbridge. Tel. Stourbridge 5138. [C2158

PEUGEOT

JOHN S. TRUSCOTT, Ltd., Peugeot distributors.—1956 Type 203, a superb example, £645; another, £595; exchanges, deferred terms at minimum rates.—173, Westbourne Grove, W.11. Bay. 4274. New Showroom: Truscott's Corner, Chepstow Place, Westbourne Grove, W.2. Bay. 1861. [C4035

PLYMOUTH

1955 Plymouth, right-hand drive, automatic transmission, radio and heater.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6876/7779. [C4016

PLYMOUTH Cranbrook 4-door sedan 1952, black, fitted many extras, open to any inspection; £399; terms and exchange arranged.—Valentine 4674. [1076

Plymouth Cars Wanted

THE Plymouth buyers.—See under American Cars.
SIMPSON'S.—Wem. 8691/3903/4422. [W4015

Pontiac Cars Wanted

THE Pontiac buyers.—See under American Cars.
SIMPSON'S.—Wem. 8691/3903/4422. [W4015

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service
U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London S.W.3. (Tel. Flaxman 7752-3-4.)
SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

CHIPSTEAD MOTORS, Ltd., offer:—

DROP head 1600, 1957, low mileage, one owner, specimen, many extras.—142, Holland Park Ave., W.11. Park 3445-6. [C1044

CONNAUGHT ENGINEERING offer:—

1957 Porsche 1600, finished in immaculate metallic green with fawn interior, fitted Motorola radio, Michelin X tyres and other extras, this car has only covered 14,000 miles in the hands of one careful owner and is in absolutely first-class condition, having been chauffeur maintained since new.
PORTSMOUTH Rd., Send, Surrey. Ripley 3122. [0947

1958 1600 Standard coupe, colour silver, mileage only 8,000, £1,700; 2 1956 models.

1956 1600 Standard coupe, aquamarine blue, one owner, in exceptionally fine condition; £1,400.—A.F.N., Ltd., 400 London Rd., Isleworth, Middx. (Hounslow 0011.) [C2015

1956 (April) hard top, maroon with beige interior, H.M.V. radio, 32,000 miles, unmarked; £1,395.
M. J. HUGHES, Ltd., 19, The Highway, Beaconsfield. Tel. 644. [0403

V&F MONACO MOTORS, the Porsche Service Specialists.

V&F.—1955 Porsche 1500 Speedster, l.h.d., blue, small mileage, one owner; £975.

V&F MONACO MOTORS, 563, Fulham Rd., S.W.10. Flaxman 4536. Service Fre. 4414. [C4141

1958 Porsche super cabriolet, 3,000 miles, one owner, almost unused; £1,950.
WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. [C4057

1953 1500 saloon, l.h.d., fitted spot and fog lamps, loose covers, Ciccia horns, etc., overhauled; performance with economy; £895.
H.W. MOTORS, Ltd. (George Abercassis), Walton-on-Thames 2404-5-6-7. [1254

J. H. BARTLETT, the Porsche buyers and stockists, offer early delivery of new 1959 drop head and fixed head coupes; Porsche 1957 standard coupe, 6,000 miles, £1,525; repairs and service by experts; specialised equipment.—27, Pembridge Villas, W.11. Bay. 0525 [C1015

Porsche Cars Wanted

PORSCHE sedan, 1½-litre, type 356, to be sold by auction; see Ministry of Supply advertisement on page 118. [9582

XXX Excellent cash price offered for good Porsche.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., 343, Ewell Rd., Surbiton, Surrey. Tel. Elmbridge 3346, are sole concessionaires for the 1500 Formula II Cooper-Climax and 500cc Formula III racing cars and 1,100cc and 1,500cc Cooper-Climax sports cars. [0261/R

RAILTON

CNK MOTORS offer:—

1946 Railton 8 cyl. Harold Radford foursome drop head coupe, black/brown hide, heater, excellent order; this is a genuine 1946 car and not a re-registration; offered at the realistic price of £175.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

TERRIFIC CARS, Ltd., Railton specialists, offer:—

1936 Straight Eight tourer, grey, green interior, very clean car; £175.
ALL models for sale and wanted; spares and service available; club members welcomed.—884, London Rd., Thornton Heath, Surrey. Tel. 3057. And at 56, Westway, Caterham. Tel. 4976. [4155

RAILTON sports saloon, superb condition throughout; nearest offer £200.—Shave, "Glenwood," Coldharbour, Sherborne, Dorset. [9998

Reliant Cars Wanted

GEORGE CLARKE pay most for Reliant.—278, Brixton Hill S.W.2. Tulse Hill 3211. [8996

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RENAULT

MIKE HAWTHORN.

1957 Renault Dauphine, grey, one owner, moderate mileage; £590.—The Tourist Trophy Garage Co., Farnham, Surrey. Tel. Farnham 5363. [C4110

J. DAVY, Ltd., Renault agents.

1957 Renault Dauphine, sun roof, one owner, superb example, comprehensive guarantee; £555.

180—184, Kensington High St., W.8 (Wes. 7181); 215, Brompton Rd., S.W.3 (Kni. 4215); 68, North Row, Park Lane, W.1 (Hyd. 2311); Arlington St., Piccadilly, S.W.1 (Hyd. 3141). [1235

WARWICK WRIGHT, Ltd., offer:—

1956 Renault Dauphine saloon, green, heater; £540.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137

GUY SALMON AUTOMOBILES offer:—

1958 Renault Dauphine, red, Ferlec clutch, 7,000 miles only; £680.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ABG Ltd., Renault Specialists, offer:—

1953 750, new liners and pistons recently, guaranteed; £350.

1956 Dauphines, choice of two, one sun roof, from £535.

1957 Dauphines, Imperial red, one owner, from £585.

1957 Dauphine, modified 4-branch manifold, twin carbs., high compression engine, o/size tyres, discs, etc.; £650.

1958 Dauphine Imperial red, sun roof, under 5,000; £685.

PROMPT delivery sun roof and two-pedal Dauphines, part exchange, immediate hire purchase.

ALPINE BUSHEY GARAGES, Ltd., Renault Distributors, High Rd., Bushey Heath, Herts. Bushey Heath 3282/3. [C1119

RICHARDS & CARR, Ltd, are always best value.

1958 Dauphine, 4,500 miles, Marlin blue, one owner, virtually new condition; £675.

1958 Dauphine, one owner, 11,000 miles, exceptionally well kept, Marlin blue; £655.

1957 Dauphine, sun roof, one owner, sky blue, excellent throughout; £550.

1956 Dauphine, green, superbly kept in every respect, unquestionable value; £545.

1956 750 de luxe, sun roof, automatic clutch, 17,500 miles, thoroughly excellent throughout; £465.

1956 750 de luxe saloon, 17,000 miles, first class condition throughout; £445.

1958 Domaine estate car, like new throughout, 200 miles only; £1,150.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1958 (Aug.) Renault Dauphine, 2,000 miles, Ferlec clutch; £695.

WOKING MOTORS (MAYBURY HILL), Ltd., Surrey. Woking 4277. [C4057

1958 Renault Dauphine, Marlin blue, 8,000 miles, heater, screen washers, underseal, carefully used; £675.

COX & Co., Buxton Rd., Hazel Grove, Cheshire Stepping Hill 4455. [C1182

£625.—Renault Dauphine 1957, blue, one owner, 10,000 miles.—Offord 67, George St., W.1. Welbeck 6899. [C3115

1958 Dauphine, blue, 8,000, Servais 4-branch manifold silencer, one owner, unmarked; £680.—Box 0237. [1036

AZ MOTORS, bargain offer: 1955 750 saloon, genuine 19,000 miles, gift; £425!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1956 Renault 750, 16,000 miles, unblemished condition; £430.—Brookside Motors, 102, High St., Uxbridge. Uxbridge 3184. [1251

1957 (November) Renault Dauphine, one owner, 9,000 miles, as new; £595.—Carr Bros., High St., Purley, Surrey. Tel. Uplands 4812. [1211

1955 Renault 750 4-door saloon, metallic blue with grey; £415.—Richard France, Ltd., 245, High Rd., Tottenham 0353. [C2118

1955 (May) Fregate, one owner, low mileage, radio, duo finish, perfect history; £565.—Elmbridge Motors, Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

BARNEHURST GARAGE, Ltd., always have a large selection of guaranteed used Renault cars.—Barnehurst Garage, Ltd., 1-9, Barnehurst Rd., Bexleyheath, Kent. Tel. Bexleyheath 715 and 9159. [0134/R

OCT., 1956, Renault Dauphine, sage green with green interior, radio, heater, etc., Ferlec clutch, carefully used; £580.—Wood & Lambert, Ltd., 49, Stamford Hill, N.16. (Stamford Hill 5434.) [C4095

295gns.—Renault 750 1953 saloon, bronze, very good condition; written guarantee; choice of 2; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1955 Renault 750, mint condition, very fast yet economical and reliable, 50mpg and 75mph, many extras, including Servais manifolding and exhaust system, windscreen washer, horns; £460.—Hardy, 53, Newlands Ave., Radlett 6713, Herts. [1021

1958 Renault Dauphine, blue, 4,000 miles, Ferlec clutch, many extras, new condition; £695; exchanges, deferred terms at minimum rates.—173, Westbourne Grove, W.11. Bay. 4274. New Showroom: "Truscott's Corner," Chepstow Place, Westbourne Grove, W.2. Bay. 1861. [C4035

£435.—Renault 750, the smartest available, bronze with beige interior to match, host of extras, excellent tyres, small mileage, beautifully maintained, a 55 better most 58's, many others, A.A. or R.A.C. exams. welcomed, exchanges, H.P.—Benmotors, 1, Clarendon Rd., W.11. Park 5066-7 (50yds Holland Park Tube.) [C1017

Renault Cars Wanted

750 1953-54; cash if reasonable.—Oliver, 17, Beatty Drive, Bilton, Rugby. [1136

DAUPHINES, Fregates and 750s urgently wanted.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

750s, Dauphines and Fregates are always required by: Alpine Bushey Garages, Ltd., Bushey Heath, Herts. Bushey 3282-3. [W1119

ROWLAND SMITH'S, the Renault buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

WELHAM'S, Renault Sales & Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873, buy post-war Renaults.

Renault Spares and Service

METROPOLIS GARAGES, Ltd., Olympia, W.14. Sbe. 5385 (S.W. London and S. Middlesex distributors). EXPERT Renault staff for all types or repairs; large stocks of spares; we will despatch day of order. [0213/R

ALPINE BUSHEY GARAGES, Ltd., Bushey Heath, Herts, and North London distributors for Renault spares and first-class service by Renault specialists.—Bushey Heath 3282. [S1119

BARNEHURST GARAGE, Ltd., have the largest stock of Renault spares in the South of England; all orders despatched on the day of receipt.—Barnehurst Garage, Ltd., 1-9, Barnehurst Rd., Bexleyheath, Kent. Tel. Bexleyheath 725 and 9159. [0943/R

RILEY

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1958 Riley 1.5, grey, very low mileage; £795; hire purchase facilities available.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

CAR MART, Ltd.

OFFER with 6 months' guarantee:

£775.—Riley Pathfinder saloon, radio, heater, reg. 1956.

CAR MART, Ltd., 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039

J. JAMES (LONDON), Ltd.

FOR new and second-hand Riley cars.

RILEY CARS, 55 & 56, Pall Mall, S.W.1. Tra. 7311 or 832. Finchley Rd., N.W.11. Tel. Speedwell 6762. [7617

KNIGHTSBRIDGE, offer:—

1954 Riley 1½-litre saloon, black, green, 30,000 miles only, nearly new condition, brilliant coachwork; £635.

1, Roberts Mews, Lowndes Place, S.W.1. Sloane 4086. [C2036

L. F. DOVE, Ltd., offer:—

1949 Riley 2½-litre drop head coupe, black; £365.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.10. Tel. Liberty 3456. [C1077

R. S. CURRIE & Co., Ltd.

1954 Riley 1½-litre saloon, finished in B.r.g., beige interior, heater and loose covers, one of the best examples offered; £645.—105, Westbourne Grove, W.2. Bayswater 0085. [C1095

GUY SALMON AUTOMOBILES offer:—

1958 (May) Riley 2.6-litre saloon, black/two-tone red interior, bucket seats, 7,000 miles only, latest H.M.V. push-button radio; £1,250.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENLYS offer with 4 months' guarantee:—

1956 Riley Pathfinder saloon, heater, maroon with maroon interior; £795.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 1721. [1184

B. J. HUNTER, Ltd., Austin agents, offer:—

1956 Riley Pathfinder saloon, very attractive in twin colours; £750.—Below.

1955 Riley Pathfinder saloon, one owner; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WILLIAM GORDON CARS OF COVENTRY, offer:—

1958 (July) Riley 1.5 saloon, 1,200 miles only, radio, heater, Ace Rimbellishers, loose covers, £50 under cost.—Sovereign Road Garage, Earlsdon, Coventry. Tel. 73377-68349. [C2102

1953 (June) Riley 1½-litre saloon, one owner, 30,000 miles; £485.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3025

CLARKE & SIMPSON, Ltd., Riley Sales and Service offer a selection of the best used Rileys available: PATHFINDER, 1954, green, beige leather, many extras, in excellent condition; £595.

1½ saloon, 1955, grey, heater, radio, low mileage, one owner; £695.

2½ saloon, 1953, black, beige leather, heater, sold and maintained by us; £545.—49, Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048

1953 2¼-litre, one owner, excellent condition throughout; £525.—Weybridge 3265. [C1143

1958 model Riley 2.6 saloon, automatic, duo-blue with grey interior; £1,285.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001. [C3039

MAYFAIR COUNTRY CARS (Riley specialists), offers:—

1953 1½-litre RME series, low mileage; £550.

1953 2¼-litre RMF series, superb condition; £550.—47, Montrose Place, S.W.1. Belgravia 5854. [C3008

RILEY

1955 Riley Pathfinder, outstanding condition, choice of two from £595.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1.

1955 1½-litre saloon, blue, 22,000, tyres good.—Tel. Martin Brewer, Hyde Park 6161 (day). [1145

1953 Riley 2½-litre saloon, green and black with green interior; £585.—Windovers, Ltd., The Hyde, Hendon. Colindale 4031. [C4118

1952 Riley 2½ saloon, green, beige upholstery, radio, heater, taxed; £485.—Powe, 32, Monson Rd., Redhill, Surrey. Redhill 4274. [1160

1953 Riley 2½, i.h.d., grey, low mileage, immaculate condition; £420.—Wicliffe Motor Co., Worcester St., Gloucester 21037. [9903

1949 Riley 1½, black; £425.—Dawnier Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewell 2382. [C2128

1950 Riley 1½-litre saloon, blue, heater, spots, bodywork excellent; £425.—Met Garages, Ltd., Maida Vale 4801 and 7082. [1242

£499!!!—1952 Riley 2½-litre de luxe saloon, this vehicle is superb, bodywork spotless, low mileage, choice 2; choice also 1953 and 1950 models.

LAMBS OF WOOD GREEN (Established 1897). 100 cars, 3 months' written guarantee; exchanges; low deposit terms to suit you.—421-423, High Rd., Finchley, Finchley 6222. [C2052

AZ MOTORS offer 1947 1½-litre saloon, must be seen! 5,000 miles since reconditioning; £325!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

BEARTS OF KINGSTON, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0079/R

1958 Riley 2.6 saloon, quite a new car; £1,250.—Mr. Ingoldby, Wessex Motors, Ltd., St. Cross Rd. Tel. 5555. [C4087

1954 Pathfinder, maroon, fast, comfortable, exceptionally well maintained, moderate mileage, radio, heater, screenspray; £595.—Box 0228. [1027

1951 Riley 2½-litre, extremely fine condition; £445; letters only.—Riley Owner, c/o Ottershaw Garage, Priory Rd., Bournemouth. [1017

CAMDEN MOTORS for high-class used Rileys, comprehensive range always available; call, write, or 'phone for details, and ask about our unrestricted hire purchase now in operation.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Exchanges. 450 other cars available. [C1055

595gns.—Riley Pathfinder late 1954 saloon, maroon, beige, leather, radio, heater, screen washers, Ace Rimbellishers, excellent condition, written guarantee; terms, exchanges.—Rowland Smith, below.

365gns.—Riley 1950 2½-litre 2/3-seater sports roadster, red, fawn leather, very good condition, written guarantee; terms, exchanges.—Rowland Smith, below.

345gns.—Riley 1947 2¼-litre sports saloon, black, red leather, radio, excellent condition, written guarantee; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Riley 1½-litre, in really immaculate condition, recommended by us as Riley specialists; £465.—Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.1. Sloane 8326. [C2075

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements; new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 22146. [0446/R

1954 Riley 1½-litre saloon, finished in black and grey with green upholstery, in exceptional condition, having only done 22,000 miles; £640.—Deansbrook Garage, Hale Lane, Edgware. Mil. 2244. [1050

TANKARD & SMITH, Ltd., offer 1955 Riley Pathfinder, green/beige, radio, heater, one owner, superb condition throughout; £675.—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801. [C4027

1954 Riley 1½-litre saloon, black/grey with tan upholstery, one owner, immaculate condition, very fine example of this model, specially recommended; £595.—Dobsons, Ltd., Riley Agents, Staines 801. [C1074

£465.—Riley 1½ reg. 1953, outstanding appearance and condition, duo-tone interior to match, excellent tyres, choice 2, many others, A.A. or R.A.C. exams welcomed; exchanges, H.P.—Benmotors, 1, Clarendon Rd., W.11. Park 5066-7 (50yds Holland Park Tube.) [C1017

Riley Cars Wanted

ROWLAND SMITH'S, the Riley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

GOOD Riley required immediately.—G. Edwards, 1, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

URGENTLY required, 1956 Riley Pathfinder.—Belle Vue Garage, Whitegate Drive, Blackpool. Tel. 28502. [1106

1½/2½ model, 1946-49, must be immaculate; cash waiting.—Hutchins, 253, Barry Rd., S.E.22. For. 9019. [1116

NEARLY new or small mileage Riley wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

PRIVATE buyer requires immaculate Riley 1.5; good cash offer.—Lewis, 5, Purlieu Way, Theydon, Essex. Theydon Bois 3465. [1144

URGENTLY required, 1946-55 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 3275. [W2109

Riley Spares and Service

BOON & PORTER, Ltd.

LARGE stocks of Riley spares, all models from 1930; despatched day of order; write or 'phone.—Boon & Porter, Ltd. (Riley Distributors), Castelnau, S.W.13 (near Hammersmith Bridge). Riv 4444. [S1C22

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Spares and Service

ARCOT ENGINEERING, Ltd.—Preselector gear boxes exchange and repairs.—169, Fulham Rd., S.W.3 Kensington 7301 and 7321. [0238/R

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in this country; special equipment for mechanical and coach repairs.—832, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [0092/R

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [0989 R

ROLLS-ROYCE

CAR MART, Ltd.

OFFER with joint manufacturer/retailer guarantee:

£1495—Rolls-Royce Silver Wraith (H. J. Mulliner) touring limousine, radio, sliding head, heater, electric division, new engine 1958, reg. 1949.

CAR MART, Ltd., 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039

H. C. PAUL, Ltd.

1950 Rolls-Royce Silver Wraith H. J. Mulliner touring limousine, one owner, exceptional condition throughout; £1,950.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2 [C3040

PB, Ltd., offer:—

1938 25/30hp H. J. Mulliner sports saloon.

1938 25/30hp Arthur Mulliner sports saloon with division, semi-razor edged.

1936 25/30hp H. J. Mulliner sedanca de ville with projecting boot.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3035

MANN EGERTON

1954 (Sept.) Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, electric division, finished in dark grey with grey hide, 27,900 miles; £3,950.

LATEST and most attractive hire purchase facilities available.

14, Berkeley St., W.1. Hyde Park 2073. [C2006

H. R. OWEN, Ltd.

1958 Silver Cloud saloon with power-assisted steering, 8:1 com., sage and smoke green with green hide, 20,000 miles; £4,850.

1957 Silver Cloud Standard saloon with power-assisted steering, black with light green hide, 10,000 miles; £4,850.

1957 Silver Cloud saloon with power-assisted steering, midnight blue and shell grey with blue hide, 22,700 miles; £4,650.

1955 Silver Wraith 7-str. lim. by H. J. Mulliner, dark blue, beige hide, 52,000 miles; £4,950.

1954 Silver Wraith trg. lim. by Freestone & Webb, black with pale tan hide, 60,200 miles; £3,560.

1951 Silver Wraith 7-str. lim. by Park Ward, black with grey hide, 51,000 miles; £2,750.

1949 Silver Wraith saloon by H. J. Mulliner, grey and black with blue hide; £1,995.

OFFICIALLY Appointed Retailers, 17, Berkeley St., W.1. Tel. Mayfair 9060. [C4153

KNIGHTSBRIDGE offer:—

1939 Rolls-Royce Wraith sports saloon with division, Park Ward coachwork, black, superbly maintained; £985.

1, Robert Mews, Lowndes Place, S.W.1. Sloane 4086. [C3036

FRANK DALE, Ltd., offers:—

1950 25hp small 4/5-seater f.h. coupe, most attractive post-war styling, 2-tone black and grey.

1935 25hp Rolls-Royce shooting brake, new 4-door oak natural wood body; £775.

54, Bathurst Mews, Sussex Place, W.2. Pad. 5667. [C1177

JACK BOND (VINTAGE) AUTOS.

BRANCHES in London; Hollywood, U.S.A.

ALWAYS the finest selection of Rolls with unusual and sporting coachwork, including:—

1914 Silver Ghost, fitted attractive 2/4-seater cabriolet coachwork by Labourdette of Paris, Concours condition.

1934 PII close-coupled sports saloon with large boot, by H. J. Mulliner, exceptionally pretty coachwork in immaculate condition.

1934 25 close-coupled low-built sports saloon by Windover, 1939 lines, in superb condition.

1934 25 2-door d.h. coupe, one of the prettiest coupes built.

£225—1933 25 saloon, recent engine overhaul.

NEW h.p. terms—10% deposit, balance 3 years with new low interest.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 8330. [C4079

MASCOT MOTORS, Ltd., offer:—

1938 Phantom III Barker, owner-driver sports saloon, sunroof, black and grey, grey leather.

1933 20/25hp Hooper sports saloon, black and maroon, red leather, recent overhaul.

237, Kensal Rd., London, W.10. [C3007

WEYBRIDGE AUTOMOBILES offer:—

1956 Rolls-Royce Silver Cloud saloon, 16,000 miles, in superlative condition in all respects, black exterior, tan hide interior; £4,350.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094

SWANMORE GARAGE, Ltd., offer:—

1935 20/25 town saloon by Windover, exemplary condition; £525.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43344. [C4024

ROLLS-ROYCE

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JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444. (Open until 7 p.m.) [C1082/R

CHIPSTEAD MOTORS, Ltd., offer: —

£1385—Silver Wraith Hooper close coupled sports saloon, full flow engine, immaculate in black with red line and biscuit leather, late type wheel discs, radio, heater, electric windows and rear blind.—142, Holland Park Ave., W.11. Park 3445-6. [C1046

1938 Rolls-Royce 25/30, flush boot; £525.

1936 Rolls 25/30 7-seat limousine by Mulliner, side seats, swept back, excellent condition; £495; terms; exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1950 Rolls-Royce, Silver Wraith saloon, black and grey, 2 owners, recently renovated, in very good condition; £1,750.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094/1

WILLIAM GORDON CARS OF COVENTRY, offer:—

1956 (March) Rolls-Royce, Silver Cloud, pearl black and shell grey, automatic, radio, heater, full history; £3,750.—Sovereign Road Garage, Earlsdon, Coventry. Tel. 73377-68349. [C2102

HEARSES We are building a deck and bearers on the 25/30 h.p. chassis, inspection invited.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

1928 Rolls-Royce 20 saloon, maintained by Rolls-Royce agents; £100.—Coggin, Roskilde, Totnes, Devon. [1109

20hp Rolls-Royce 4-door Replica saloon, very good condition, owner driver; £525.—Hubble, 46, Wallace Ave., Worthing Tel. 6442. [1126

ROLLS-ROYCE 1940 sports saloon by Taylor on 1926 (21hp) chassis, recently overhauled, good performer and a really handsome car; £375.—Box 0227. [1036

A&S Ltd. Wraith, 1939, Rippon owner-driver saloon with electric partition, 76,000, £895. Selection of 7-passenger Rolls-Royce cars.

ALPE & SAUNDERS Ltd., Providence Court, North Audley Street, W.1. (near Selfridges). Mayfair 2941. [C1006

CASS'S MOTOR MART offer the following guaranteed Rolls-Royce cars, serviced and conditioned, with maker's history.

1938 25-30 Freestone & Webb razor-edged sports saloon, dual grey.

1937 25-30 Thrupp & Maberly sports saloon with boot, 56,000 miles, one owner 20 years.

1937 (Dec.) 25-30 Thrupp & Maberly sports saloon, black.

1936 20-25 Hooper limousine, 7-passenger, black, new condition, one private owner.

5, Warren St., W.1. Euston 4110. [C1040

ROLLS 20/25 1932 owner driven saloon, sound condition; nearest £225.—South Godstone, Surrey. 7249 [9987

ROLLS P.II 1935 7 f.f. seater limousine, swept tail; £365; h.p.t. or exchange Wraith 7-seater, cash adjustment.—91, Bramley Rd., London, N.14. Pal. 4485. [1128

1934 1935 20/25 and 25/30 sports saloons and limousines, all very attractive at low price.—Claude Burzoyne & Co. (Established over 50 years), St. Peter's Rd., Hammersmith. Riverside 7644. [C1156

WALTER SCOTT, Ltd.—Rolls-Royce 1938 25/30 Park Ward limousine, swept tail, full-width occasionals, bargain; £385.—39, College Cresc., N.W.3. (Swiss Cottage Tube.) Pri. 4466 [C4006

1954 model Rolls-Royce Silver Dawn saloon, automatic gear box, finished in Tudor grey, red hide interior; this car is in impeccable condition, mileage 54,000; £2,595.

HIGHFIELD MOTORS (SHEFFIELD), Ltd., 178-184, London Rd., Sheffield, 2. Tel. 51059. [9127

1936 Rolls-Royce P111, 4-light saloon, in black, by Hooper, solid tappets, history and bills for over £1,000, taxed; £495.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 5430. [C1150

EDWARDS & Co. (COACHBUILDERS), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [0506

1955 (Feb.) Rolls-Royce Silver Dawn, fitted automatic gear box, colour grey, grey leather upholstery, genuine guaranteed mileage 11,000, indistinguishable from new in every detail; £3,350.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [C3011

Rolls-Royce Cars Wanted

CASS'S MOTOR MART require good Rolls-Royce.—5, Warren St., W.1. Eus. 4110/3523. [W1040

ROWLAND SMITH'S, the Rolls-Royce buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

WESSEX MOTORS, Ltd., must have late Rolls-Royce cars.—Wharf Hill, Winchester. Tel. 5386. [W4087

ROLLS-ROYCE wanted by enthusiast, pre 1938, vintage acceptable, any distance.—154, Lancing Rd., Orpington. Tel. 22433. [W1168

Rolls-Royce Cars Wanted

ALPE & SAUNDERS, Ltd., require Rolls-Royce Limousines. Good prices for cars in above average condition.

A&S Ltd., Providence Court, North Audley Street (Near Selfridges). Mayfair 2941. [W1006

URGENTLY required, unlimited number of 1935-38 sports saloons and coupes, immediate cash settlement; please forward full details.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [W3000

DROP head coupe, 30hp, must be good condition.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445-6. [W1046

DUNCAN HAMILTON & Co. urgently require post-war Rolls-Royces.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

GEORGE NEWMAN & Co., purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023

MASCOT MOTORS, Ltd., offer best prices for Rolls-Royce cars.—257, Kensal Rd., London, W.10. Ladbroke 1231-2. [W3007

WE definitely require good post-war Rolls-Royce (either standard or special coachwork) to fill specific enquiry, excellent price for suitable car.—H. F. Edwards, 28-54, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

Rolls-Royce Spares and Service

JACK BARCLAY (SERVICE), Ltd. See page 79. [B1082/R

CHARLES FOLLETT, Ltd., officially appointed repairers—spare parts, etc.

BARNSDALE Yard, off Elgin Ave. W.9. Cunningham 5936-7-8. [0614/R

JACK COMPTON, Ltd., the Rolls-Royce specialists, personal service.—90, High St., West Norwood, London, S.E.27. Gipsy Hill 3385. [T9128

ALL spares new and second-hand, for all pre-war Rolls-Royce cars; all repairs and service.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. [0064/R

ROVER 10, 12, 14, 16, 20

1947 Rover 16, excellent condition; £295.—Carr Bros., High St., Purley, Surrey. Tel. Uplands 4812. [1212

1947 (Nov.) Rover 12, one owner, completely overhauled, very good condition throughout; £265.—Weybridge 3265. [C1143

1947 (Dec.) Rover 16 saloon, grey with grey upholstery, loose covers, heater, wing mirror, in excellent condition throughout, taxed; £325.—John Claydon, Ltd., East Horsley. Tel. 400. [C1173

ROVER 60

H

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0467/R

TOM GARNER, Ltd., offer:—

1954 Rover 60 saloon, black; £745.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6-7. [C2020

1956 Rover 60 saloon, one owner, perfect condition; £935.—H. Leverton & Co., Ltd., Broad St., Spalding, Lincs. Tel. Spalding 3221. [1001

1954 Rover 60 saloon, black, excellent condition; £725.—Stockdales, 58, Mantle St., Wellington, Somerset. Tel. 2067. [1158

1958 model Rover 60 saloon, green, first registered September, 1957, one local owner; £1,095.—H. Leverton & Co., Ltd., Broad St., Spalding, Lincs. Tel. 3221. [9996

Rover 60 Wanted

BRUTONS want low mileage Rover 60.—54, Beckenham Rd. Beckenham 9201 [W1104

ABOVE average condition Rover 60 saloon required for definite client.—H. F. Edwards, 28-54, Upper High Street, Epsom, Surrey. Epsom 5611. [W2001

ROVER 75

H

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0468/R

WEYBRIDGE AUTOMOBILES offer:—

1958 Rover 75 saloon, dual cream and beige, red interior, fitted radio, 400 miles only, condition as new throughout; £1,595.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094

GUY SALMON AUTOMOBILES offer:—

1955 Rover 75 saloon, genuine 10,000 miles only, black/red leather; £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3 [C4001

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1954 Rover 75 saloon, black/brown leather, this car has had one owner since new, total mileage is 21,000 and the condition is absolutely spotless throughout; £795.—236-232, 246-248, High Rd., London, N.15. Tot. 0415. [1256

1954 black, only 30,000 miles, really immaculate; £750.—Campbell Symonds, Wembley 6262. [C1097

1953 Rover 75 saloon, one owner, black with grey interior; £715.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001 [C3059

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 75

ROVER 75 saloon, 1952, first-class condition; £550. —Doles House, Andover, Hurstbourne, Tarrant 224. [1135

1956 75 saloon, unmarked black and tan leather, one owner; £695; terms, exchanges.—Rudds, Worthing 7773-4. [1098

1955 (July) Rover 75, black, fawn leather, loose covers, moderate mileage, one owner, taxed; £795.—Kerridge Ltd., Alton 2224. [C3118

1954 Rover 75, 2 careful owners, 30,000 miles, radio; £725.—Barnes, 315, Finchley Rd., N.W.3. Ham. 2221. [8892

1955 Rover 75, 27,000 miles; £825.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110

1953 Rover 75 saloon, low mileage, one owner, car in exceptional condition, black, brown hide, radio; £625.—Pinner Motor Co., Pinner 456. [C3105

1951 (June) Rover 75 saloon, grey with grey leather upholstery, heater, one owner since new, in very good condition and well maintained, taxed; £535.—John Claydon, Ltd., East Horsley. Tel. 400. [C1173

ROVER 75 saloon, 1953, in black, grey interior, fitted heater, a genuinely first-class example of this fine model; £695.—Hillwood Motors, Watford Way, London, N.W.7. Mill Hill 4232. Open till 8 p.m. [C2108

325 gns.—Rover 75 1949 P.3 de luxe saloon, sliding head, leather, l.f.s., very good condition; written guarantee; choice of 3; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£565.—Rover 75 1952/3 (Sept.), most superb example, beautifully maintained, radio, leather, heater, spots, small mileage, choice 2, many others, A.A. or R.A.C. exams welcomed; exchanges, H.P.—Benmotors, 1, Clarendon Rd., W.11. Park 5066/7 (50yds Holland Park Tube.) [C1017

Rover 75 Wanted

BAKERS OF READING, Rover distributors, require good second-hand Rover 75s.—Tel. Reading 51221-2. [0155/R

SMALL mileage Rover 75 needed urgently; please send details.—H. F. Edwards, 28-34, Upper High Street, Epsom, Surrey. Epsom 5611. [W2001

ROVER 90

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0470/R

COOMBS & SONS (GUILDFORD), Ltd.

ROVER 90, 1954, finished in black with red hide interior, two owners only, serviced and maintained in our works, genuine 30,000 miles; £775.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

1956 Rover 90, radio, one owner, excellent; £935. —Below.

1956 model Rover 90, radio, heater, one owner, superb condition; £995.—Robbins, East Putney. Tel. 7881. [C3010

WARWICK WRIGHT, Ltd., offer:—

1957 Rover 90 (overdrive) saloon, ivory, blue upholstery, heater, 15,000 miles; £1,150.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

HENLYS offer with 4 months' guarantee:—

1956 model Rover 90 saloon, one owner, grey with red interior; £995.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [1180

B. J. HUNTER, Ltd., Austin agents, offer:—

1954 Rover 90 saloon, all extras, very fine car; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., offer:—

1955 Rover 90 saloon, one owner, 27,000 miles only.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3080

1954 Rover 90 saloon, black, immaculate condition; £745.—Hale Motors, Tot. 7771. [C2077

1955 Rover 90, black and tan, excellent condition throughout, extras; £850.—Box 0258. [1163

MARCH 1955, sage green, like new all round; £800. —Chalmers, 20, St. Ann's Sq., Manchester 2. [1102

1955 Rover 90, black, radio, excellent throughout; £975.—Odeon Motors, Ltd., Bar. 1144. [C3028

£895.—Two-tone green, fitted radio, 21,000 miles, immaculate car for private sale, no dealers.—Box 0236. [1037

1957 (June) Rover 90, green, warranted 10,000 miles, £1,175; also new 1958 90.—Elliotts of Bideford. Tel. 744. Rover distributors. [1052

1955 Rover 90 saloon, one owner, radio, unquestionable condition; exchanges, etc.—Mr. Ingoldby, Wessex Motors, Ltd., St. Cross Rd., Winchester. Tel. 5555. [C4067

1955 (Apr.) Rover 90 saloon, radio, heater, etc., black with grey leather, written guarantee; £745.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

HATTON, Birmingham.—1956 90, separate front seats and overdrive, green, low mileage, £1,095; also 1955 90, black and ivory; exchanges; low-deposit hire purchase.—Hatton Motors, 71, Broad St., Birmingham. Midland 2437. [C2097

1957 Rover 90, black, red trim, radio and heater, Ace Rimbellishers, this car has been meticulously maintained no expense has been spared by its very careful owner, in absolutely showroom condition; £1,245.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

Rover 90 Wanted

ROVER 90 saloon required, about 1956/7, cash payment.—Greenways, 81, Alresford Rd., Winchester. [W4087

BAKERS OF READING, Rover distributors, require good second-hand Rover 90s.—Tel. Reading 51221-2. [0157/R

GEORGE NEWMAN & Co., require for cash low mileage Rover 90 cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023

XXX Excellent cash price offered for good Rover 90.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

ROVER 105

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0472/R

CAR MART, Ltd.

OFFER with 6 months' guarantee:

£1250.—Rover 105R saloon, radio, heater, de luxe, 11,000 miles, reg. 1957.

CAR MART, Ltd., 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039

H. A. SAUNDERS, Ltd.

1957 Rover 105R saloon, black, red upholstery, recordede mileage 8,973, automatic gearbox, heater; £1,245.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

R. HARDY & Son offer:—

1957 Rover 105R, black with red interior, radio, heater, 13,500 miles only, one owner; £1,250. —52-55, Marylebone High St., W.1. Hunter 0942. [8862

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Readers having such cars for disposal should advertise them in "THE AUTOCAR" to ensure immediate results.

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specializes in small h.p. cars as well as the larger types.

1958 (Aug.) Rover 105S saloon, black with red upholstery, 4,000 miles, too small for owner, seen by appointment only, accept £1,450.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

LEX WEMBLEY COURT MOTORS.

'57 Rover 105R, automatic, radio, 12,000 miles, 4 months' warranty, part exchange, h.p. terms: £1,295.

LEX GARAGES, Ltd., High Rd., Wembley, Middx. Wembley 8787. [1046

GUY SALMON AUTOMOBILES offer:—

1958 Rover 105S, duo grey, 5,000 miles, exactly as new; £1,485.—Portsmouth Rd., Thames Ditton. Emberbrook 3551-2-3. [C4001

HENLYS offer with 4 months' guarantee:—

1957 Rover 105R de luxe saloon, one owner, black with red interior; £1,395.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 6281/9782. [1188

1957 Rover 105S, sage green, with green leather upholstery; £1,195.

M. J. HUGHES, Ltd., 19, The Highway, Beaconsfield. Tel. 644. [1223

1958 Rover 105S, dark grey, blue hide, 3,000 miles only, absolutely as new; £1,475.

CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne. Tel. 4660. Open till midnight. [C1159

1957 Rover 105R saloon, ivory with blue upholstery, automatic transmission, heater and radio, one owner, low mileage.

BOSHIER OF NORWICH, Ltd., Chapelfield Road Garage, Norwich 24184 (3 lines). [C1168

1958 Rover 105 S.S. type saloon, overdrive, etc., one owner, 9,000 miles, immaculate condition; write: guarantee; £1,395.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

ROVER 105

1957 Rover 105R, grey and blue, radio, 15,000 miles; £1,200.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110

1957 (May) Rover 105S, black/red upholstery, total mileage 18,400, fitted radio and heater, in meticulous condition, company director owner now residing abroad; price £1,200; available for inspection. —Kirk & Kirk, Ltd., 287, Upper Richmond Rd., Putney, S.W.15. [9978

Rover 60, 75, 90 and 105 Wanted

NEARLY new or small mileage Rover 60, 75, 90 and 105 wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

ROWLAND SMITH'S, the Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high grade used Land-Rovers with a 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-5. [0195/R

NOEL ROSCOE, Ltd., offer:—

1950 Land-Rover, exceptionally clean example, fitted new tilt; £195.—High Rd., Byfleet. Byfleet 270/4199. [C3131

HENLYS offer with 4 months' guarantee:—

1956 Land-Rover long wheel base, hard top, sliding division, grey with grey interior; £545.

HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1966. [1191

1955 Land-Rover, s.w.b., one private owner; £410. —Tel. Flaxman 7470. [9943

SOUTHAMPTON.—Land-Rover distribution specialists, used selection always available.—South Western Garage. Tel. 22313. [0482/R

£450.—1957 Land-Rover utility, 17,000 miles, 88in chassis, private use.—The Hyde Motor Co. Collindale 7896. [C2133

LAND-ROVER, diesel, November 1957, modified engine, very small mileage with Rice Beaufort horse trailer or would separate.—Champ "Bempton," Wilmslow Rd., Cheadle, Cheshire. Gatley 5882. [1206

1955 Land-Rover detachable hardtop, fully equipped, well maintained; £565 or £75 deposit.—R.L.R. Motors, Ltd., 601/609, Kings Rd., Fulham, S.W.6. Ren. 4492/6647. [C3125

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists offer immediate delivery from stock of all models of Series II Land-Rovers, selection of used Land-Rovers with 6 months' guarantee; exchanges welcomed, h.p. terms to suit you; write for details.—South Woodford, London, E.18. Wanstead 6644. [C2039

EASTERN AUTOMOBILES, Ltd., offer immediate delivery of all types of series II Land-Rovers from their large comprehensive stock; guaranteed used Land-Rovers also always in stock; sales backed by full comprehensive stores and service in Essex and Hertfordshire; demonstration vehicles always available. —Tel. Chelmsford 3191 (London Rd., Chelmsford, main depot); Leigh-on-Sea 71271-2 (1163-7, London Rd., Leigh-on-Sea); or Bishops Stortford 2266-7 (123, South St., Bishops Stortford). [8652

Land-Rover Cars Wanted

WRITE off Land-Rover 56/58 model, low mileage, wanted.—Box 0201. [9954

ROWLAND SMITH'S, the Land-Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd., wish to buy Land-Rovers for cash or in exchange for any other make of vehicle.—South Woodford, London, E.18. Wanstead 6644. [W2039

ROVER MISCELLANEOUS

HENLYS, Ltd

ENGLAND'S largest Rover distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

ALWAYS a large selection of Rovers to choose from.

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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CAMBERLEY (Camberley 2677-8-9).

HOUNSLOW (Hounslow 3454)

FINCHLEY (Finchley 0081).

PARKWAY, Regents Park, N.W.1. (Gulliver 5721.)

CAMDEN TOWN Service Station. (Gulliver 4141.) [0029/R

CAMDEN MOTORS for high-class used Rovers; selection from our stock of "hand-picked" examples:—

1954 Rover 90 saloon, equipped with the following: overdrive, special sunshine roof, radio, heater, screenwashers, immaculate two-tone blue, tan hide upholstery, faultless condition both bodily and mechanically; £795.

1954 Rover 60 de luxe saloon, one previous owner, elderly Rover enthusiast, impeccable condition, usual extras; £765.

1953 Rover 75 saloon P4 series with special sunshine roof, black/grey hide, beautiful condition; £695.

1939 Rover 16 saloon, fitted discs, heater, spotlights, exceptionally clean for the year, usual refined Rover performance at £165.

1939 Rover 12 saloon, rare specimen and a remarkably fine example for its year, excellent tyres; £245.

450 other cars available: write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire purchase terms; exchanges. [C1035

BEARTS OF KINGSTON, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348. [0080/R

SOUTHAMPTON.—Rover distributor specialists, selection good used Rovers always available.—South Western Garage. Tel. 22313 [0483/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Rover Spares and Service

KJ MOTORS, Ltd., S.E. England's leading Rover parts stockists.—Bromley. Ravensbourne 3456. [0968/R

GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.3. Gulliver 4604. [0582/R

T. BAKER & SONS (READING), Ltd., Rover distributors for over 50 years, specialists in spare parts and service.

T. BAKER & SONS (READING), Ltd., 33-37, Friar St., Reading. Tel. Reading 51221-2. [0581/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

DRY'S GARAGES, Ltd., Rover dealers since 1935. latest models always in stock, spares, service.—Kenton Rd., Kenton, Middx. Wor. 1102. [0993/R

DAVID ROSENFIELD, Ltd., Rover Distributors. Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

ANTHONY CROOK, Simca distributors.—New and used models in stock, for instance, used Oceane 5-seater drop head, over 90 m.p.h., one of the prettiest cars on the road, cost £1,600; price £1,095.—Esher (Tel. 4590), and Hersham (Tel. Walton 697). [C1063

PETER BANTOCK CAR SALES offer:—

1954 (June) Simca Aronde, fitted heater, loose covers, 22,000 miles only, grey, fast, very economical and fascinating to handle; £465.—104, High Rd., Chiswick 2725/5870. [C1014

J. DAVY, Ltd., Simca and Fiat distributors.

4,500 miles 1958 Simca Montlhery, immaculate example, comprehensive guarantee; £845.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215, 66, North Row, Park Lane, W.1. Hyde 2311. Arlington St., Piccadilly, S.W.1. Hyde 3141. [C1069

RICHARDS & CARR, Ltd., are always best value.

1955 Aronde, 26,000 miles, heater, underseal, grey, superb example; £460.

1959 P60 de luxe, brand new, immediate delivery; £799.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1956 Elysée, H.C. engine renewed 4,500 ago, dual grey, green; £575.—Chalmers, 20, St. Ann's Sq., Manchester 2. [1101

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1956 Simca Vedette (as Chambord) Regence saloon, every extra imaginable, l.h.d.; cost over £1,800; our price £895; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [C2063

HUXFORD & SON, Ltd., will be pleased to accept your order for the 1959 Simca models: de luxe, Super de luxe, Elysee, Montlhery, Grande Large, Monaco, Vedette models Beaulieu, Chambord, Marly estate car; always a good stock of used Simcas, send for list.—West St., Porchester, Hants. Cosham 76770. Simca distributors and enthusiasts. [C2127

Simca Cars Wanted

1955 and later models urgently wanted.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ROWLAND SMITH'S, the Simca buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

SINGER

LEX 1955 model Singer Gazelle, heater, 13,000 miles, 4 months' warranty; £725.

LEX GARAGES, Ltd., 585, London Rd., North Cheam. Derwent 2268. [1082

BENTALLS, Ltd.

1957 Singer Gazelle, blue and black with maroon upholstery, one owner; £715.—Kingston-on-Thames. Kingston 1001. [C1093

TOM GARNER, Ltd., offer:—

ONE only 1958 Singer Gazelle Series IIA convertible, black/grey, Rallymaster engine, shop soiled, 400 only; £945.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

JAMES SPENCER, Ltd., offer:—

1958 Singer Gazelle estate car, finished in dual grey with red leather, fitted radio, heater, wing mirrors, etc., very low mileage, as new; £865.

JAMES SPENCER, Ltd., Broadway, Bexleyheath. Tel. Bex. 4263/4209. [C4134

WARWICK WRIGHT, Ltd., offer:—

1958 Singer Gazelle (overdrive) saloon, blue and white, blue upholstery, heater, 8,000 miles, £845; 1957-58 models in different colours, low mileages.

1958 Singer Gazelle, overdrive, convertible, red and grey, grey upholstery, heater, 8,000 miles; £925.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London N.W.8. Cunningham 6050. [C4045

1957 model Singer Gazelle saloon, radio, blue and black with red interior; £745.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001. [C3039

BUNTINGS MOTOR EXCHANGE for new and used Singer cars.—Bonnersfield Lane, Harrow. Tel. 6225/6. [0048/R

1957 Gazelle, Corinth blue, heater, 20,000; offers around £675; exchanges, etc.—Halfway Garage, Ltd., Bunny, Notts. Tel. Rudlington 316. [1138

B. & H. MOTORS, the North London Singer specialists offer for immediate delivery:—

NEW 1959 Singer Gazelle saloon, fathom grey/glacier blue.

NEW 1959 Singer Gazelle convertible, pipping red, pearl grey, list price.

1956 Singer Hunter de luxe saloon, wood dash model, grey, red leather upholstery, floor gear change, Town & Country tyres on rear, heater, spot light, etc., a beautiful car; £595.

1953 1/4 Singer 1500 roadster, twin carburettor, red, l.h.d., very low mileage, fitted many extras, whole car fastidiously kept, bargain at £399.

EXCHANGES and hire purchase, Singer sales, spares, service, 1464/8, High Rd., Whetstone (Finchley), N.20. Hillside 6671. [C1020

325 gns.—Singer 9 1951 4AB 2/4-seater Roadster, red, l.f.s., very good condition, written guarantee; terms, exchanges.—Rowland Smith, below.

185 gns.—Singer 1500 September 1949 saloon, duo-tone blue, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

G&M ALFREDS (1936), Ltd.—1956 Singer Hunter saloon, outstanding condition with guarantee.—6-7 Warren St., W.1. Euston 3268. [C1005

1956 Singer Hunter saloon, immaculate in birch grey with red leather interior, a low mileage specimen, meticulously maintained by its one previous owner, usual extras; £595.

450 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Unrestricted hire purchase terms; open until 8 p.m.; exchanges. [C1035

1954 Singer 1500 (similar Hunter) de luxe saloon, most attractive in 2-tone, gunmetal and opalescent green, value for money at £395.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [C2063

1957 Singer Hunter de luxe saloon, one owner, 11,000 miles only, excellent condition; written guarantee; £555.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

Singer Cars Wanted

ROWLAND SMITH'S the Singer buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Singer Spares and Service

SINGER spares mailed by return, trade or retail.

B&H MOTORS, Bignell's Corner, South Mimms, Herts. South Mimms 2231. [S1020/R

LANCASHIRE specialised sales, repair and spare parts service; large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Bolton 4080. [0740

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Singer distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

THE official Singer London parts distributors for all trade and retail orders; full vehicle service facilities also available.—Automenders, Ltd., Ferry Rd., London, S.W.13. Riverside 6291. [0754/R

SKODA

1958 (August) Skoda, 2,000 miles, unblemished, 2-tone, turbo discs, cost £695; price £685.—Brookside Motors, 102, High St., Uxbridge. Uxbridge 3184. [1250

SPORTS CARS

ROWLAND SMITH'S for sports cars.

595 gns.—Jaguar X120 1954 roadster, screenwash, luggage carrier, Michelin X, one owner.

595 gns.—M.G. Midget, 1955, TF 1500 2-seater, red, fawn leather, screen washers, carefully used.

595 gns.—Triumph TR2, 1954, overdrive, radio, heater, screenwash, tonneau, Mich. X.

495 gns.—Connaught 1952 2-seater, B.r.g., drysump, twin carbs., 4-branch exhaust.

495 gns.—Jaguar XK120 1951 roadster, 2-tone silver/black, radio, screenwash, p.v.c. hood.

445 gns.—Ford Zephyr 1954 convertible, duo-tone, 3-carb. conversion, sports performance.

445 gns.—M.G. Midget 1953 TD 2-seater, heater, badge bar, new hood, choice of 3 TD's.

365 gns.—Riley 1950 2½-litre 2/3-seater roadster, numerous extras, choice of 2.

325 gns.—Austin A90 1950 Atlantic convertible, heater, power hood, one owner.

325 gns.—Singer 9 1951 4AB 2/4-seater roadster, red, l.f.s., 4-speed box, Lucas passlight.

295 gns.—Alvis 1948 special sports 4-seater, choice of 2.

265 gns.—Singer 1500 1953 4AD 2/4-seater roadster, l.h.d., l.f.s.

245 gns.—Singer 9 1947 2/4-seater roadster, red, red leather, glass sidescreens, Notek.

125 gns.—Alvis Firebird 1935 model 14hp sports saloon, centre gear change, well preserved, written guarantee over £300; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

MORGANS (SCUNTHORPE), Ltd., Lincolnshire's own sports car specialists, wish to offer the following selection of first-class cars for your pleasure

1954 Aston Martin DB 2.4; £1,450.

1955 Triumph TR2, overdrive, hard top; £595.

1949 M.G. TC, ivory; £375.

1947 M.G. TC, black (new works rec. engine); £345.

1947 M.G. TC, red, extras; £325.

1951 Singer 4-seater sports; £295.

AND the following convertibles:—

1957 (late) Metropolitan convertible; £635.

1956 Morris Minor, black; £455.

1954 Austin A70 extras; £385.

1952 Austin A70 extras; £385.

1949 Morris Minor, maroon; £275.

ALL above carry our usual 3 months' guarantee.

SHOWROOM, 24-28 High St., Scunthorpe. Tel. 4383. After hours Tel. Scunthorpe 2565. [C271

SPORTS CARS

B&G MOTORS offer:—

£250—Ford Special 933cc Fibre Glass 2-seater.

£205—Ford Special 933 Fibre Glass 2-seater.

£165—M.G. 6 PA sports 2-seater, spotless red, new hood.

£155—M.G. 6 PA sports 2-seater, red.

£150—M.G. 6 PA sports 4-seater, red.

£145—M.G. 6 PA sports 4-seater, green.

£140—M.G. 6 swept-wing 2-seater, white.

£125—M.G. 6 J2 sports 2-seater, winkers, etc.

£100—Singer 9 Le Mans 2-seater, blue.

£90—Singer 9 Le Mans type 4-seater, red.

£105—Austin 7 Nippy 2-seater, cream.

MANY others. Easy terms.—B. & G. Motors, 194/8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

THE CHEQUERED FLAG, Ltd.

LONDON'S leading sports car specialists.

PROUDLY offer an incomparable selection of hand-picked sporting vehicles at attractive prices:—

£1585—Ferrari Mille Miglia Spyder by Vignale, 5-speed box, V12 unit with Webers.

£1365—Aston Martin DB3S 2.9-litre, app. C, 2-seater, ex-works car.

£975—Cooper-Jaguar app. C sports/racing 2-seater, full D-type unit, discs, etc.

£965—Jaguar XK140 1955 fixed head, grey/red leather, overdrive, radio, heater.

£945—Frazer Nash 1954 Targa Florio, streamlined 2-seater, maroon, B81 unit.

£895—Lotus XI, Le Mans 85, stage II Climax, de Dion, discs, etc., pale blue.

£865—Jaguar XK140 1955, fixed head, radio, heater etc., attractive midnight blue.

£795—Frazer Nash special lightweight Le Mans replica, B.r.g., modified unit.

£795—Lotus Mk. XI 1958 series II (Wishbone) sports 2-seater, blue, scarcely used.

£795—Cooper 1956 1100 sports/racing 2-seater, red, stage II Climax unit.

£765—Elva Courier 1958 2-seater, tuned M.G. A unit, very low mileage, specimen.

£765—Lotus Mk. XI 1956 Club 2-seater, B.r.g., stage II Climax, full screen.

£745—M.G. A 1956 2-seater, ivory, red leather, unblemished, one owner.

£745—Triumph TR3 1956 2-seater hard top, blue, 3-speed overdrive, radio, heater, spots.

£745—Triumph TR3, 1957 2-seater, beige with red hard top, 3-speed, overdrive, etc.

£695—M.G. A 1956 2-seater, pale blue with grey leather, grid, heater, etc.

£695—Lotus Mk. VII, 1958, 2-seater, all modifications, as brand new.

£685—Jaguar XK120, 1953, beautiful beige, fixed head coupe with sunshine roof.

£665—Jaguar XK120 1954 drop head, immaculate black, new hood, X tyres, radio, heater.

£645—Austin-Healey 100, 1955 2-seater, dual blue/ivory radio, overdrive, heater.

£635—Triumph TR3 1955 2-seaters, choice 3 spotless cars, ivory or green, various extras.

£595—Cooper-Bristol 1954 competition 2-seater, B.r.g. ideal sprints and hill-climbs.

£595—Lester Climax, 1,100cc unit, fixed head coupe, very fast, very pretty.

£595—M.G. TF 1954 2-seater, superb ivory red example, wire wheels, grid spots.

£585—Morgan Plus 4 2-seater coupe 1955, grey and black, exceptional.

£585—M.G. TF 1954 2-seaters, choice of 2 really superb examples, black or red.

£565—Sunbeam Alpine 1954 roadster, mist blue, radio, heater, floor change.

£565—Triumph TR2 1954 2-seater, specially tuned very fast example in ivory/blue.

£485—M.G. TD 1953 2-seaters, choice of 3, each immaculate, black, grey or red.

£485—Jupiter 1½-litre roadster, specimen in black, all extras, B11 unit.

£445—M.G. TD Mark II 1952 2-seater, red another green with beige leather.

£445—Lotus Mark IV 1,172cc. tuned engine, twin exhausts etc.

£435—B.M.W. type 328 1939 2-seater, superb specimen in red, hard/soft tops, etc.

£425—Ford Rochdale GT 2/4-seater, fixed head beautifully finished in red.

£425—Lea-Francis 2½-litre 2/4-seater roadster, most impressive car.

£395—Triumph 2000 roadster 1949, black, modified boot.

£365—Singer 4AD 1953 1½-litre 4-seater roadster, silver with red leather.

£345—H.R.G. 1949 1500 Spa Replica 2-seater, spartan but very fast.

£345—Morgan 1951 4/4 2-seater, red, fitted several extras.

£325—Cooper 1956 Ford-engined special 2-seater, red, very neat.

£315—M.G. TC 1947 2-seaters; choice 6 first-class cars from this figure.

£295—Dellow 1950 2-seater, 1172 unit, very nippy, new tyres, red; another, green.

£295—Jaguar SS100 1939 3½-litre sports 2-seater, handsome, in dark red; another, black.

£265—Allard 1949 drop head coupe, red, fitted reconditioned unit, very fast.

DEFERRED terms, insurance, written guarantee, part exchange and after sales service a pleasure.

AS London's Leading Sports Car Specialists we pay highest prices for sports and competition cars.

NORTHERN and Midland buying dept. enquiries, please contact Mr. B. Briggs at Nottingham 64201.

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), Ltd., 492-496, Chiswick High Rd., W.4. 100 yards from Chiswick Park Tube Station. 9 a.m.-6 p.m. week-days. Chiswick 7871-2-3. [C1124

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

B. J. HUNTER, Ltd., Austin agents, offer:—

1954 M.G. T.F. 2-seater, very attractive and fast; £575.—Below.

1950 (November) Morgan drop head coupe, very carefully used; £375.—Below.

1950 Morgan 4-seater sports, genuine bargain at £295.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

AUSTIN-HEALEY, 1955, heater, overdrive, green, immaculate condition throukhout; £650.

1951 Healey Tickford saloon, gunmetal grey; £415.

FORD 10 special, tuned engine, Markham Peasey, fibreglass body, beautifully finished; £395.

AUSTIN A90 Atlantic convertible, above average condition; £345.

M.G. TC, 1949, black with green interior, aero-screens, etc.; £345.

M.G. TA, 1939 Tickford, supercharged, must be best in the country; £315.

M.G. K3 special, professionally built, very fast; £175.

1948 Allard K1 2-seater sports; £185.

M.G. TA, 1938, cream, p.v.c. hood; £175.

GOLD SEAL CAR Co., South London leading sports car specialists.

CORNER Harts Lane and New Cross Rd., S.E.14, 2 minutes from New Cross Gate station.

MOTOR cycles taken in part exchange; open week-days 10 a.m. to 10 p.m.; and Sundays 10 a.m. to 1 p.m. for inspection. Tel. New Cross 7433. [1249

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041

EAGLE MOTORS (NORWOOD), Ltd., the Crystal Palace Sports Cars Specialists, 1, Crown Point, Norwood, S.E.19. (137 bus passes door, 68 bus nearby.)

1957 Ford Anglia; £450.

1956 M.G. A, red, wire wheels, Michelin X tyres, heater; £725.

1955 Austin-Healey, heater, overdrive, 33,000, re-sprayed, ice blue, 4 new tyres; £625.

1955 Ford Consul; £475.

1947 M.G. TC, red; £325.

1947 M.G. TC, red, twin spots, new tonneau, excellent condition; £350.

1949 Triumph 2000 Roadster, engine reconditioned 15,000 miles ago; £365.

1939 PA, red, new tonneau, very nice little motor; £145.

SPORTS cars urgently required, especially late type models.—Eagle Motors, Gipsy Hill 6313/6079. [C2140

CRESSCARS, Ltd., offer a comprehensive selection, each and every one a better than average specimen of its particular type unless otherwise stated and all at new low level prices.

£519—Triumph TR2, excellent, original white, first-class mechanical condition, heater, zip tonneau cover, etc.

£469—M.G. TD, 1953, unmarked, black, spotless red leather, virtually new hood and full tonneau cover; £469.

£249—M.G. TA-TC super sports 2-seater, reg. 1954, fantastic performance, beautifully maintained in B.r.g.

£379—M.G. TC 1949, immaculate, in red, exceptional TC.

£359—M.G. TC, 1947, really excellent in B.r.g.

CRESSCARS, Ltd., 156, High Rd., E. Finchley, London, N.2. Tudor 9272. [C1125

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Sports Cars Spares and Service

TUNING repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0753/R

STANDARD 8

H. A. SAUNDERS, Ltd.

1955 Standard 8 saloon, grey, blue upholstery, recorded mileage 17,597, heater; £565.

H. A. SAUNDERS, Ltd., 336-342, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

CROFTON GARAGES, Ltd

1955 Standard 8, finished in black, red interior, fitted heater; £395.—132, Whitechapel Rd., Bishopsgate 3395. [C1139

PENFOLD MOTORS offer:—

1954 Standard 8, grey, suitable for disabled driver—hand controls; £340.

PENFOLD MOTORS, 12, Burnt Ash Rd., S.E.13. Tel. Lee Green 1202. [C3142

WARWICK WRIGHT, Ltd., offer:—

1955 Standard 8 saloon, grey, red upholstery, heater; £395.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137

J. DAVY, Ltd., Standard and Triumph agents.

1957 Standard 8 Gold Star, heater and wing mirrors, one owner, fine example; £465.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215, 68, North Row, Park Lane, W.1. Hyde 2311. Arlington St., Piccadilly, S.W.1. Hyde 3141. [C1069

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., offer:—

1955 Standard 8 saloon, one owner; £385.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288 [C3060

1955 (June) Standard 8 saloon, blue, taxed; £375

GEE CARS, Ltd., 169, Fulham Rd., S.W.3. Knightsbridge 4733 or Macaulay 3363. [T9126

STANDARD 8

1955 Standard 8, heater, black, one owner; £385.—32, Limes Ave., Aylesbury 4893. [1153

1951 Standard 8 4-door saloon, choice of 2; £370.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

1954 Standard Family 8, 27,000 miles; £325.—Barnes, 315, Finchley Rd., N.W.3. Ham. 2221. [8891

1957 Standard 8 two pedal, under 9,000, one owner; £575.—Streatham Hill Motors, 54, Streatham Hill. Tul. 2221. [9383

1953 (December) Standard 8, heater, excellent condition; £345.—Robbins, East Putney. Tel. 7881. [C3010

1955 Standard 8 de luxe saloon (winding windows), 22,000 miles only, complete history; £445; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490 [C1024

OVERDRIVE: 1957 Standard 8, H.M.V. radio, heater, one owner; £615; part exchanges, terms.—Burge & Inglis Motors (Standard agents), 38-52, Dudden Hill Lane, N.W.10. (Willesden 4869 and 3934. [C4017

425 gns.—Standard Super 8 1956 de luxe saloon, black, brown leather, heater, one owner, excellent condition; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Standard 8 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

STANDARD 10

L. F. DOVE, Ltd., offer:—

1955 Standard Super 10 saloon, green, heater; £425.

1956 Standard 10 Companion, beige; £565.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456. [C1077

WARWICK WRIGHT, Ltd., offer:—

1955 Standard 10 saloon, green, heater; £425.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137

GUY SALMON AUTOMOBILES offer:—

1957 Standard 10 saloon, beige, 7,000 miles, fitted Stan-Drive 2-pedal control, heater, indistinguishable from new; £575.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1956 (Dec.) Standard 10 saloon, beige, taxed; £450.

GEE CARS, Ltd., 169, Fulham Rd., S.W.3. Knightsbridge 4733 or Macaulay 3363. [T9126

1958 Series Standard 10 saloon, one owner, grey; £575.

1956 Standard 10, black; £495.—Odeon Motors, Ltd., Bar. 1144. [C3028

1956 Standard Super 10, dark blue/grey, heater, etc.; £450.—Bushey Heath 3282. [C1119

1956 (Oct.) Standard Super 10, black/red trim, heater, one owner, 21,000, taxed; £465.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond 6441. [C1116

1955 Standard 10 saloon, this car unmarked and well kept by one owner, fitted heater; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weedays 8 a.m. to 6 p.m. [C2008

STANDARD 10 Good Companion 4-door estate car, 1956, in perfect condition; £495; terms and exchanges.

D. F. WYATT, 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4054

1956 (September) Standard Super 10 saloon, blue, one owner heater excellent condition, 15,000 miles; £485.—Dobsons, Ltd., Staines 801. [C1074

1956 Standard 10 de luxe, heater, very low mileage, immaculate throughout; £465.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

JULY, 1957, Super 10, one owner, heater, windscreen washer, undersealed, nominal mileage, fawn with fawn and red upholstery, above average condition; £495.—Esher 2255. [C4086

£450—1956 Standard Super 10, grey, one owner, undersealed, heater, screenwashers, low mileage, immaculate condition.—Arnotts Garages, Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

1955 Standard 10 de luxe saloon, black with red leather upholstery, H.M.V. radio, heater, wing mirror, well maintained in good condition, taxed for year; £430.—John Claydon, Ltd., East Horsley. Tel. 400. [C1175

445 gns.—Standard 10 1955 saloon, birch grey, heater, overriders, carefully used, written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD COMPANION

STANDARD Companion estate car, 1956, green, red interior, heater, economical all-purpose vehicle in fine condition; £495.—Hillwood Motors, Standard dealers, Watford Way, London, N.W.7. Mill Hill 4232; open till 8 p.m. [C2108

1958 (May) Standard 10 Companion estate car, de luxe model, green with red and white upholstery, 15,000 miles only since new by one careful owner, extras—heater, screenclean, overriders, 2 wing mirrors, taxed for year, this car is in exceptional condition; £650.

Standard Companion Cars Wanted

!!!—Pedigree Estate Cars urgently require Companion
*** estates.—340, Euston Rd., N.W.1. Euston 7889. [W3039

STANDARD ENSIGN & PENNANT

L. F. DOVE, Ltd., offer:—

1957 Ensign 12,000 miles, blue; £740.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456. [C1077

1958 Standard Ensign, works mileage, Mandarin red, w/washers, immediate delivery; £795.

XL SERVICE STATION, Kingston Vale, S.W.15. Kingston 8333. [C4060

1958 (May) Standard Pennant saloon in duo-red/black, heater, screen washers, under 4,000 miles; £665.—W. T. Baker (Automobiles), Ltd., 206, Kettering Rd., Northampton. Tel. 4573. [C1181

STANDARD 12 & 14

125 gns.—Standard 12 December 1946 foursome drop head coupe, grey, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD VANGUARD

MIKE HAWTHORN.

1957 (Oct.) Phase III, moderate mileage, fitted loose covers, etc.; £685.—The Tourist Trophy Garage Co., Farnham, Surrey. Tel. Farnham 5363. [C4110

WARWICK WRIGHT, Ltd., offer:—

1955 Standard Vanguard saloon, black, fawn upholstery, heater; £475.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137

COOMBS & SONS (GUILDFORD), Ltd.

STANDARD Vanguard estate car, first registered November, 1955 as 1956 series, finished in grey with blue interior, fitted with overdrive, moderate mileage, first-class mechanical condition; £595.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

HENLYS offer with 4 months' guarantee:—

1956 Standard Vanguard saloon, overdrive, heater, black and cream with red interior; £695.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0081/9782. [1189

1952 Vanguard, radio, heater; £275.—Barnes, 315, Finchley Rd., N.W.3. Ham. 2221. [9426

1950 Vanguard, choice of 2; £315.—E. Casey, Willesden 4548. [C1134

1954 Standard Vanguard, powder blue, blue leather, radio and heater; £450.

TERRIFIC CARS, Ltd., 884, London Rd., Thornton Heath. Tel. 3037; and at 36, Westway, Caterham. Tel. 4976. [C4135

1953 Standard Vanguard saloon, in really well kept condition for this model and year; £375.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weedays 8 a.m. to 6 p.m. [C2008

1955 Vanguard Phase II, black, one owner, only 17,000 miles; £485; also

1954 Vanguard Phase II, heater, radio, blue with beige interior; £450.—Campbell Symonds, Alperton 1515. [C1037

£199—1950 Standard Vanguard saloon, black, heater, loose covers; terms.—Autosnips, 5, High Rd., Balham 1509. [C1009

'52 Vanguard, black, good condition, small mileage; £330.—Appleby, 5, Molesham Way, West Molesey, Surrey. Molesey 6421. [1148

£300—1952 Vanguard, with extras, one owner, grey with grey interior, good condition throughout, taxed.—A. E. MacAteer, 92, Firbright Rd., S.W.18. Vandyke 6188. [C3149

1954 Standard Vanguard pick-up, in outstanding condition, beige, heater, new tyres, rim trims; £265; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024/1

1954 Standard Vanguard Phase II de luxe saloon, two-tone, radio, heater, nice car; £450; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1958 Standard Vanguard estate car, phase 3, green with biscuit upholstery, 4 speed gear box and floor change, 1,600 miles, 4 months' guarantee; £1,040.—Brinsley Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [1072

1954 Phase II in green and black, dual tone, fitted radio and heater, a very well kept one owner carriage £475; exchanges cars or motor cycles, h.p. terms (we will settle your existing account).—Burge & Inglis (Motors), Ltd. (Standard agents). Tel. Willesden 4869/3934. [C4017

765 gns.—Standard Sportsman, October 1956, saloon, 2-tone green and ivory, nylon and leather, overdrive, heater, screen washers, small mileage, carefully used, near £1,250 new; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Standard Vanguard Cars Wanted

!!!—Pedigree Estate Cars urgently require Van-
*** guard Phase III estates.—340, Euston Rd., N.W.1. Euston 7889. [W3039

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Standard buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Standard Spares and Service

LARGE stockists for Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 34151 (5 lines). [0501/R

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322.) [0359/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed 3 months; Girling and Bendix stockists.—314, Regent's Park Rd., Church End, Finchley Finchley 5908. [0002/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W Surrey distributors). Alexandra Terrace, Guildford 5931. [0253/R

STUDEBAKER

1951 Studebaker convertible, radio, heater, outstanding condition.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1954 Studebaker V8 2-door Farina, overdrive, radio, whitewalls, 36,000 miles: £795.
TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair W.1. Gro. 6881. [C4036

Studebaker Cars Wanted

THE Studebaker buyers.—See under American Cars.
SIMPSON'S.—Wem. 8691/3903/4422 [W4015

SUNBEAM

ROOTES
HAVE available a range of Sunbeam cars of very low mileage.
LONDON, W.1.
DEVONSHIRE House, Piccadilly.
GRO. 3401.
BIRMINGHAM, 2
LOWER Temple St.
CEN. 8411.
MANCHESTER, 2.
129 Deansgate.
BLA. 677 [0111/R

LEX THE DOME.
1955 Sunbeam Mark III, duo blue, radio, heater, 4 months' warranty: £745.
LEX GARAGES, Ltd., The Dome, Great West Rd., Brentford, Middx. Ealing 2271. [1085

TOM GARNER, Ltd., offer:—
1956 Sunbeam Mk. III saloon, green, htr., rdo., overdrive; £925.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd., offer:—
1957 Sunbeam Mark III (overdrive) saloon, 2-tone green, green upholstery, radio and heater, 12,000 miles, £995; another in maroon and fawn, similar mileage.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

1955 Sunbeam convertible, outstanding condition, fitted H.M.V. radio, rev. counter, etc., an enthusiast's car in true Sunbeam condition, low mileage; £675.—Griffin Motors, Uxbridge 8331. [1202

1955 model convertible Mark III, overdrive, radio, heater, blue, unquestionably good; £625, terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1955 (model) Sunbeam Mark III saloon, in grey, red leather, fitted overdrive, heater, etc., one owner, nice condition; £675.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109

JACK ROSE, Ltd., offer 1957 (July) Sunbeam Mk. III saloon, 9,000 miles, sunshine roof, overdrive, rev counter, dual colour claret and grey, in almost unmarked condition, accept £975.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

Sunbeam Cars Wanted

URGENTLY required, 1947/57 Sunbeam.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109

ROWLAND SMITH'S the Sunbeam buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

SUNBEAM ALPINE

CHIPSTEAD MOTORS, Ltd., offer:—
1954 model, immaculate works maintained, one owner, never driven fast, Alfa red with beige leather, many extras, low mileage, specimen; £595.—142, Holland Park Ave., W.11. Park 3445 6. [C1046

SUNBEAM Alpine, first registered 1955, moderate mileage, radio, heater, special conversion to floor gear change, whitewall tyres, superb condition; £595.
TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

SUNBEAM RAPIER

CAR MART, Ltd.
OFFER with 6 months' guarantee.
£775.—Sunbeam Rapier hardtop, heater, extras, o'drive, 4,000 miles, reg. 1956.
CAR MART, Ltd., 320, Euston Rd., N.W.1. (Euston 1212.) [C1039

L. F. DOVE, Ltd., offer:—
1958 Sunbeam Rapier convertible, 3,000 miles; £975.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456. [C1077

G. S. HALL, Ltd., offer:—
SUNBEAM Rapier, 1957, pippin red, 17,000 miles, overdrive heater, wing mirrors, seat covers; £885; choice of two.—302-306, King St., W.6. Riverside 2981. [C2100

1956 Sunbeam Rapier, excellent condition throughout; £725.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

SUNBEAM RAPIER

TOM GARNER, Ltd., offer:—
1958 9,000; £995.
TOM GARNER, Ltd., 10-12, Peter St. Manchester, 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd., offer:—
1957 Sunbeam Rapier R67 saloon, antelope and pearl grey, grey/blue upholstery, heater, 12,000 miles; £835.
1958 Sunbeam Rapier Series II overdrive saloon, 2-tone blue, grey/blue upholstery, radio and heater, 10,000 miles; £995.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

HENLYS offer with 4 months' guarantee:—
1958 Sunbeam Rapier convertible, one owner, heater, blue with grey interior; £1,045.
HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [1185

TANKARD & SMITH, Ltd. (Tottenham), offer:—
1957 Sunbeam Rapier saloon, pippin red/beige leather, heater, overdrive, screenwashers, low mileage, immaculate; £810.—226-232, 246-248, High Rd., London, N.15. Tot. 0415. [1255

GEORGE HARTWELL, Ltd., the nationally recognised Sunbeam specialists offer:—
SUNBEAM Rapier Series I, pearl/beige, heater, low mileage, one owner; £795.—35-41, Holdenhurst Rd., Bournemouth. Tel. 4161. [C2079

G&M ALFREDS (1936), Ltd. 1957 Sunbeam Rapier saloon, outstanding condition, with guarantee.—6-7, Warren St., W.1. Euston 3268. [C1005

1956 Sunbeam Rapier sports saloon, one owner, overdrive and heater; £735.—Carr Bros., High St., Purley, Surrey. Tel. Uplands 4812. [1213

1958 Rapier convertible, 9,000 miles, overdrive, heater, whitewalls, one owner, as new; £1,035.—Elmbridge Motors, Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

795 gns.—Sunbeam Rapier 1957 sports saloon, 2-tone red and grey, leather, R67 twin carburettor engine, overdrive, heater, screen washers, small mileage, exceptional condition; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Sunbeam Rapier Cars Wanted

ROWLAND SMITH'S, the Rapier buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

SUNBEAM-TALBOT

GLANFIELD LAWRENCE offer:—
£550.—Immaculate Sunbeam-Talbot 90 Mk. IIa 1953, this car has been maintained to perfection, radio, heater, seat covers, spot lamps, wing mirrors etc.—407, High Rd., N.12. Finchley 0091. [C2053

MAC MOTORS (SURBITON) offer:—
1953 Sunbeam-Talbot Mark IIa saloon, heater, etc., first class; £535.—Elmbridge 3974. [C3139

1952 Sunbeam 90 saloon, blue/beige, radio, heater, sliding roof; £445.
JARVIS & SONS, Ltd., S.W.19. Lib. 8221. Wim. 2526. [C2086

1947 Sunbeam-Talbot 10 sports saloon, grey grey leather, low mileage, carefully used, exceptional bargain, £375.
MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

1952 series Sunbeam-Talbot 90 drop head coupe, Alpine mist, radio, heater; £475.—Richard France, Ltd., 245, High Rd., Tottenham 0553. [C2118

£399.—Sunbeam-Talbot saloon, '52, fitted many extras, red, exchange and terms arranged.—Valentine 4674. [T9032

1952 Sunbeam-Talbot 90 saloon, gunmetal with grey interior; £495.—Windovers, Ltd., The Hyde, Hendon. Colindale 4031. [C4118

1950 model Sunbeam-Talbot 80, duo colour, fitted heater, demister, excellent condition; £380.—Thursby, Sheep St., Northampton. [9997

£465.—1953 model Sunbeam-Talbot 90 saloon, Mark II, metallic grey, red leather, heater, excellent condition throughout; terms.—Autosnips, 5, High Rd., Balham 1509. [C1009

1951 Sunbeam-Talbot convertible, grey, heater, washers, resprayed, new chrome, brakes relined, good tyres, excellent performance, 42,000; £395.—Jepson, 10, Manor Park Rd., Nuneaton. [9808

1950 Sunbeam-Talbot 90 saloon, mist blue, seat covers, excellent condition throughout; £395.—Clubman Autos, Ltd., 138-142, High St., Tooting, S.W.17. Balham 3484. [C1161

£435.—1951 Sunbeam-Talbot 90 saloon, original duo-green, red leather trim, heater, push-button radio, taxed, superb condition, bargain.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2662. [C2095

1954 (August) Sunbeam-Talbot convertible Mk. IIA, engine recently reconditioned, repainted most attractive shade of grey with red hood, radio, heater, taxed, perfect; £645.—Bruce France, 30, Cromwell Mews, South Ken. Fla. 0513. [C2096

375 gns.—Sunbeam-Talbot 90 1951 Mark II convertible, blue, fawn leather, heater, excellent condition, written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the Sunbeam-Talbot buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

SUNBEAM MISCELLANEOUS

CAMDEN MOTORS for all Sunbeam and Sunbeam-Talbot models, full range available including Mark III, saloon and convertible 1956-7, Sunbeam Rapier, Alpine and Sunbeam-Talbot 90 models from 1949-1954.—Call, write or 'phone for further details.
CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m.; unrestricted hire purchase terms, exchanges; 450 other cars available. [C1035

TALBOT

1938 Talbot 10 2-door sports saloon, original green, good runner; £145.—Below.
1937 Talbot 10 drop head foursome coupe, red, good runner, rare model; £125; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots.—27, Southfields Rd., S.W.18. Vandyke 1612. [0008/R

TRIUMPH

CAR MART, Ltd.
OFFER with 6 months' guarantee:
£795.—Triumph TR3, hardtop, radio, disc brakes, 10,000 miles, reg. 1957.
CAR MART, Ltd., 320, Euston Rd., N.W.1. (Euston 1212.) [C1039

L. F. DOVE, Ltd., offer:—
1956 TR3, white, hard top, wire wheels, heater, one owner; £665.
1955 TR2, white, overdrive, heater; £585.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456. [C1077

ELM AUTOSALES offer:—
1952 (December) Triumph Mayflower, a beautifully maintained car, black, beige leather, heater, engine recently overhauled; £385.—66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

COLINDALE SERVICE STATION offers:—
1953 Triumph Mayflower saloon, a really exceptional example, coachwork and interior in spotless condition, heater, genuine low mileage; £425.—156-159, Edgware Rd., N.W.9. Tel. Colindale 6122. [C1166

HENDON CENTRAL GARAGE, Ltd., offer 5% h.p. charge for new and second-hand cars.
1949 Triumph Roadster, excellent condition at £345.—Watford Way, Hendon Central, N.W.4. Hendon 6084-5. [C2034

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041

1950 Triumph TR3 hard top, immaculate; £695.—Robbins, East Putney. Tel. 7881. [C3010

1948 Triumph 1800 Roadster, black, very good condition; £530.—Box 0261. [1165

1951 Triumph Mayflower, comet blue, radio, heater, good condition; £315.—Box 0258. [1039

1949 Triumph 2000 Renown saloon, factory replacement engine recently fitted, really good car; £295.
GARAGE SERVICE Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11 Speedwell 4411. [C2019

1955 Triumph TR2, wire wheels, special racing Alfin drums all round, overdrive, TR3 grill, superb chassis; £625.
TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

1957 Triumph TR3 Roadster, heater, disc brakes, low mileage.—Mr. Ingoldby, Wessex Motor, Ltd., Tel. 5555. [C4087

ROSE & YOUNG, Ltd.—Triumph TR2 fitted heater, leather, and adjustable steering, excellent condition, white; £475.
1958 Triumph TR3, hard and soft tops, disc brakes, heater, etc., 1,000 miles only, blue; £825.—65, 69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

1956 TR3, B.r.g., 3-speed overdrive, tonneau, other extras, immaculate, unmarked; £750.—Ring Brixton 3065, Mon-Fri., Sat. morning. [9963

1958 TR3, one owner, beige, 9,000 miles only, disc brakes; in immaculate condition; £699.—Union Garage. Tel. Wakefield 2198. [1284

1954 TR2, red, overdrive and heater, 41,000 miles only, taxed; £515.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 3430. [C1152

MAYFLOWER 1951, splendid condition, heater, leather, 2 private owners; £325.—Elstree 3401. (9-5.30.) [1154

1955 TR2, B.r.g., heater, Michelin X's, extras; £585.—Bishop, 28, Aylestone Hill, Hereford. Tel. 6186. [1139

1949 Roadster 2000, good condition, radio, heater, loose covers, twin fogs; offers.—Bacon, 12, Brookside, Cambridge. [1158

1958 TR3A, one owner, heater, red with black interior and hood, only 10,000 miles, condition as new; £895.—Campbell Symonds, Alperton 1512. [C1037

1955 TR2, British racing green, 2 owners, radio, heater, spots, sliding screens, washers, etc., full history available; £545.—Harold Hamblin Cars, Ltd., Basingstoke. Tel. 19. [2143

1956 Triumph TR3 with overdrive and heater, British racing green, immaculate throughout with a genuine small total mileage, superb mechanical order and performance, £725.
450 other cars available. Write for fully descriptive priced catalogue.
CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m.; unrestricted hire purchase terms, exchanges. [C1035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1958 (Feb.) TR3A, hard top, black, grey upholstery, overdrive, wire wheels, Michelin X tyres, screen wash, 14,000 miles; £945.—Tel. St. Albans 53414. [1195

TANKARD & SMITH, Ltd., offer 1956 Triumph TR3, hardtop, white/red, one owner, wire wheels; £650. —194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801. [C4027

1958 (May) TR3 fixed head coupe, blue/black hide, overdrive, heater, etc., 2,000 miles, immaculate; £965.—Central Newbury Motors, Ltd., Tel. Newbury 2000. [C1157/1

1949 Triumph Roadster in spot-on condition and order, just resprayed in gunmetal; £365; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [C2083

£645 for 1956 TR3 in superb condition, heater, overdrive, Michelin X, pearl white/red interior; must sell; h.p. arranged.—Tel. Knightsbridge 4581. [1156

1955 Triumph TR2 sports, red/beige hide, heater, wing mirrors and new tyres, immaculate; £575.—Central Newbury Motors, Ltd. Tel. Newbury 2000. [C1157

AZ MOTORS offer 1951 Mayflower drop head coupe, radio, heater, one owner, unusually rare model; snip, £365! Also 1951 Renown razor-edge £365!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1958 (March) Triumph TR3, British racing green, fitted overdrive, hard and soft tops, disc brakes, Michelin X tyres, heater, etc., cost new nearly £1,200, 6,000 miles only; £925.—Gibson, High Wycombe 223.

1954 Triumph TR2, red with beige upholstery, extras included, overdrive, heater, twin spot lamps, reversing lamp and white tonneau cover, taxed; £550.—P. Blamire, Queens Rd. Garage, Coventry. Tel. 25424. [1104

1955 (Dec.) Triumph TR2 hardtop, dark green, total mileage only 11,000, one owner, never used for competition, unmarked condition; £575.—A.F.N., Ltd., 400, London Rd., Isleworth, Middx. Hounslow 0011. [C2015

595 gns.—Triumph TR2 1954 super sports 2-seater, pearl white, grey leather, overdrive, radio, heater, screen washers, twin pass lights, tonneau cover, one owner, Michelin X, exceptional, written guarantee; terms, exchanges.—Rowland Smith, below.

375 gns.—Triumph Mayflower late 1952 saloon, black, red leather, heater, twin pass lights, excellent condition, written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 Triumph 2000 Roadster, birch grey, red interior, stored last 9 months, recently had reconditioned works engine fitted and any other adjustments needed, open to A.A. or R.A.C. examination; £385; terms if required.—Harrison, 57a, Harrington Gds., South Kensington, S.W.7. Fremantle 1819. [C3059

Triumph Cars Wanted

ROWLAND SMITH'S, the Triumph buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

TR2 wanted anywhere; exchange mint 1958 A35. —Horne, "Anglesey," Barry Ave., Windsor. [1157

J. H. BARTLETT.—Consult us before selling or exchanging your TR2 or TR3.—27, Pembridge Villas, W.11. Bayswater 0523. [W1013

Triumph Spares and Service

TRIUMPH spares for all post-war models; largest provincial stockists.—Hotingcrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 5322). [0355/R

UTILITY CARS

J. DAVY, Ltd., offer:—

1958 Minor 1000 Traveller, heater, one owner, superb example, comprehensive guarantee; £635.

1957 Consul Farnham, heater, special floor to rear, one owner, excellent condition, comprehensive guarantee; £845.

1956 Standard Good Companion, heater, screen washers and wing mirrors, fine example; £475.

180—184, Kensington High St. W.8 (Wes. 7181); 215, Brompton Rd., S.W.3 (Kni. 4215); 68, North Row, Park Lane, W.1 (Hyd. 2311); Arlington St., Piccadilly, S.W.1 (Hyd. 3141). [1237

FRANK DALE, Ltd., offer:—

1935 25 hp Rolls-Royce shooting brake, new 4-door oak natural wood body; £775.

54, Bathurst Mews, Sussex Place, W.2. Pad. 5667. [C1177

ROWLAND SMITH'S for Utilities.

445 gns.—Morris Minor (Oct. 1955) de luxe Traveller, grey, red leather, heater, one owner.

395 gns.—Hillman Husky, 1955, Golden Sand, red interior, wing mirrors.

245 gns.—Land-Rover, 1951, hood, Perspex side-screens, recon. engine.

175 gns.—Lea-Francis Oct. 1948 14hp estate car, hardwood body, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

WARWICK WRIGHT, Ltd., offer:—

1958 Hillman Husky Series II double duty, blue and grey, red upholstery, heater, 12,000 miles; £665.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

1958 Bedford 12-seater Workobus, outstanding condition; £465.—Carr Bros., High St., Purley, Surrey. Tel. Uplands 4812. [1216

UTILITY CARS

Pedigree Estate Cars offer:—

Several American Ranchwagons.

Morris Isis, Oxford and Minor Travellers.

Standard Vanguards and Companions, all years.

Borgward Isabella estate and diesel estate.

Ford Consul, Zephyr and Zodiac, Abbott estates.

Austin A40, Countryman and A70.

Hillmans, Minx and Huskys, all years.

Pedigree Estate Cars have over 40 modern estates in stock; enquiries invited; open 9-7 p.m., Saturday 9-5 p.m.—Tel. Euston 7889. Call 340, Euston Rd., N.W.1. [C3093

WARWICK WRIGHT, Ltd., offer:—

1954 (November) Austin A40 Countryman estate car, grey, heater; £415.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137

ENGINES RECONDITIONED, Ltd., offer:—

1955 Standard Vanguard estate car, one owner; £425.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070

1957 Bedford Utilibrake, one owner; £455.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

1957 Austin Omni-coach, 6,000 miles, faultless condition; £495.

1957 Bedford Utilibrake, as good as new; £495.—Brookside Motors, 102, High St., Uxbridge. Uxbridge 3184. [1252

CAMDEN MOTORS, specialists in estate cars and utilities. 50 models available, this week's specially selected vehicle.

MORRIS Minor Travellers car de luxe, 1956, Clarendon grey with red hide, heater, underseal, Town and Country tyres, one owner; £545.

AUSTIN A70 Hereford genuine Countryman 4-door estate car, 1953 with hardwood body. Ash pillars, drop tailboard and flush folding rear seats, real leather upholstery, heater, only one owner since new, an immaculate and very genuine specimen; £495.

450 other cars available. Write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m.; unrestricted hire purchase terms, exchanges. [C1035

1956 Ford Squire, green, radio, heater, choice of two; £525.—Campbell Symonds. Wembley 6252. [C1037

1956 Austin Omnicoach, 10,000 miles; £535; h.p. terms available.—54, Belgrave Rd., E.13. Alb. 1175. [9960

1954 Morris Minor Utility, two tone, many extras, full four-seater; £315 or £79 deposit.—Roy's Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Euston 2700/8894. [3059

1958 Bedford Dormobile, colour light grey, fitted with heater and many extras, 7,000 miles only; cost £950, for quick sale £695.—Grand Garages, Richmond Rd., Twickenham. Popesgrove 2216. [9913

AZ MOTORS offer 1955 Bedford 12-str., heater, winkers; £365! 1952 Oxford 8-str., fitted cupboards; £375! 1949 Vanguard utility, reconditioned engine; £250! 1951 A40 utility; £225! Low h.p.—Palmerston Rd., N.W.6. Mal. 4723. [C1011

G&M ALFREDS (1936), Ltd.—1955 Morris Minor, genuine Dormobile, B.M.C. guarantee, trade invited; 1953 Vanguard estate, low mileage, superb example, with guarantee, trade invited; —6-7, Warren St., W.1. Euston 3268. [C1005

Utility Cars Wanted

ESTATE CARS, utility specialists; best buyers of estate cars.—Prospect 7649. [0240/R

PRIVATE buyer wants roomy, comfortable brake in guaranteed condition, up to £450.—Box 0178. [9904

ROWLAND SMITH'S, the Utility car buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

MINOR Travellers, Hillman and Vanguard estate cars, A.30, A40 and A70 Countryman, and shooting brakes required.—Putney 2276-7, 221, Upper Richmond Rd., Putney, S.W.15. [0137/R

ESTATE CARS, Ltd., the Utility specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes, good prices paid.—441, Upper Richmond Rd. West, S.W.14. Prospect 7648-9. [0010/R

VAUXHALL 10 & 12

1947 Vauxhall 10 saloon, unbelievable order; £295. —Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

VAUXHALL 14

1947 Vauxhall 14, J type saloon, black, one owner, superb condition throughout; £250.—Met Garages, Ltd., Maida Vale 4801 and 7062. [1245

175 gns.—Vauxhall 14 1939 saloon, black, blue leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

VAUXHALL VICTOR

GUY SALMON AUTOMOBILES offer:—

1958 Vauxhall Victor Estate car, duo grey, radio and heater, 8,000 miles, quite as new; £845.

1958 (October) Vauxhall Victor 2-pedal saloon, works mileage only; £735.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

'57 (Sept.) Victor, green, heater, 24-hr. trial; choice of two; £565.—Alliance, 29, Burne St. Edgware Rd., Pad. 6901. [9927

VAUXHALL VICTOR

GLANFIELD LAWRENCE offer:—

1958 Vauxhall Victor Super, blue, one owner, immaculate condition; £675.—407, High Rd., N.12. Finchley 0091. [C2053

DIXON'S GARAGE (PUTNEY), Ltd., offer:—

1957 Vauxhall Victor Super, 7,000 miles, fitted heater, radio, one very careful owner, as new; £685.—134, West Hill, S.W.15. Putney 0396. [C1073

1958 Vauxhall Victor Super, 2-tone beige & black, semi-automatic transmission; £725.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Ravensbourne 2634-5. [C1129

1957 Vauxhall Victor, one owner, heater, 7,000 miles only superb condition; £675.—Below.

1957 Vauxhall Victor, heater and extras, one owner; £635.—Robbins, East Putney. Tel. 7881. [C3010

1957 Victor, one owner, heater, radio, grey with black interior; £625.—Campbell Symonds, Alperton 1515. [C1037

1958 Victor Super, heater, low mileage, as new; £70 deposit, balance over 30 months.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [C3016

1958 (May) Victor Super, heater, one owner, 3,500 miles, like new; £665.—Ivor Beal, Western 2789. [C1114

1957 Vauxhall Victor saloon (July, 1957), blue with matching upholstery, fitted heater and radio, recorded mileage 17,000; £675.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 6371. [C4005

1958 Victor Super, harvest yellow, under 500 miles, unmarked showroom condition; £735 or terms; distance no object.—Asker Service Station, East Rd., Bridport. Tel. 2922. [1023

1958 (August) Victor Super, finished in harvest yellow and black, one of the few cars in the country fitted with Webasco folding roof, 2,000 miles only; £765.—Farnborough 54071. [1171

1957 Vauxhall Victor, first registered September, gipsy red, heater, 12,000 miles, 4 brand new whitewall tyres, immaculate condition throughout; £635. —Anthony R. Hill, Ltd., Empress, Archway Rd., Leagrave, Beds. Luton 51515. [C2142

665 gns.—Vauxhall Victor 1958 Super saloon, 2-tone green/ivory, radio, seat covers, Ace-Mercury discs, wing mirrors, one careful owner, small mileage; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

VAUXHALL WYVERN

J. DAVY, Ltd, offer:—

16,000 miles 1956 Vauxhall Wyvern, one owner, meticulous/ maintained; £565.

180—184, Kensington High St. W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215; 68, North Row Park Lane, W.1. Hyde 2311. Arlington St., Piccadilly, S.W.1. Hyde 3141. [C1069

ERIC HAYES, Ltd., offer:—

1954 Vauxhall Wyvern, colour grey, fitted heater, extremely good chassis; £445.—15, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2033

KJ MOTORS, Ltd., offer:—

1957 series Wyvern, in grey, fitted heater, one owner; £595.

1956 Wyvern, in green and white, fitted heater, one owner; £550.

KJ MOTORS, Ltd., Widmore Rd., Bromley. Ravensbourne 3456. [9745

PHILIP RICKARDS, Ltd., offer:—

1954 Vauxhall Wyvern, green, 37,000 miles, one owner, beautiful condition.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

GUY SALMON AUTOMOBILES offer:—

1955 Vauxhall Wyvern heater, radio, wing mirrors, reversing light, genuine 17,000 miles; £555.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

£555.—1956 Wyvern saloon, heater, radio, Town and Country tyres, loose covers, taxed; written guarantee.

BENHILL MOTORS, High St., Sutton, Surrey. Vigilant 9192. [C1140

£535!!!—Vauxhall Wyvern 1955 series, one owner and in very sound order; ¼ deposit.—Jennings, Richmond 3368. [C3103

1957 Wyvern saloon, heater, low mileage, guaranteed; £585; terms exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

1954 Wyvern saloon, grey, with heater, screen washers, one owner, nice condition; £415.—Rey's Motors, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [C4117

1956 (August) Vauxhall Wyvern, private owner, heater, R.A.C. exam.; £475; exchanges, h.p. —11, Perrymead, Prestwich, Manchester. Prestwich 2057. [C2082

£325!!!—1951 (March) Vauxhall Wyvern saloon; recent new engine, only two owners and moderate total mileage; ¼ deposit.—Jennings, Richmond 3368. [C3103/1

1956 Wyvern (July) with heater, radio, loose covers, 22,000 miles, one owner, perfect car; £60 deposit, balance over 30 months.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885 [C3016

1955 (June) Vauxhall Wyvern sal., heater, radio, etc. 27,000 miles, well maintained and in excel. order. Written guar.; £495.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN

1956 black, heater, carefully serviced; £565.—Campbell Symonds, Wembley 6262. [C1037

VAUXHALL VELOX

BOON & PORTER, Ltd.

1954 Vauxhall Velox, radio, heater, 40,000 miles, one titled owner, chauffeur maintained, guaranteed: £465.

CASTELNAU, S.W.13 (Nr. Hammersmith Bridge). Riv. 4444. [C1022

G. W. WILKIN, Ltd., offer:—

1953 Velox, one owner, heater, screenwasher, taxed; £425.

1956 Velox, heater, silver straw, excellent condition; £595.

1958 (July) Velox, black with red upholstery, heater, 1,100 miles only, taxed, unmarked; £925.

LION GATE, Hampton Court, Molesey 6109. [C4053

B. J. HUNTER, Ltd., Austin agents, offer:—

1957 (October) Vauxhall Velox saloon, many special features; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1955 Velox, 28,000, heater; £455.—Cro. 6972 after 7. [1134

1953 Vauxhall Velox, radio, heater, very clean; £399.

MCLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-8. [C3083

1958 Vauxhall Velox saloon, heater, 4,000 miles; £895.

BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3599. [C1027

1956 Vauxhall Velox saloon, one owner, black with red interior; £695.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001. [C3059

1953 Vauxhall Velox saloon, excellent bodywork and mechanical order, fitted heater; £425.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weedays 8 a.m. to 6 p.m. [C2008

1955 Vauxhall Velox, very good condition; £525.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

1955 Vauxhall Velox, numerous extras, 2-tone, outstanding condition; £495.—Brookside Motors, 102, High St., Uxbridge. Uxbridge 5184. [1253

1957 Vauxhall Velox, htr., rad., one owr., mod. mlge., grey, s/washers, exc. cond.; £655.—L. F. Dove (C.V.), Ltd., 98, Lower Addiscombe Rd., Croydon. Add. 5131. [1170

1956 Vauxhall Velox, 18,000 miles, one owner; £545.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [C4028

JACK ROSE, Ltd., offer 1958 Velox saloon in dark blue, radio and heater and extras, 13,000 miles, positively unmarked, cost £1,015; accept £825.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

APPRECIATIVE purchaser required for late '55 Velox which has been fastidiously cared for, works maintained, carpets and upholstery covered since delivered, pewter grey, mileage 20,500; £550 (terms if necessary), privately owned.—Riv. 5201. [1094

VELOX, registered 1955, maroon, one owner, regularly serviced and kept in perfect condition both mechanically and in appearance, undersealed, worth around £500 but no reasonable offer refused for quick sale, H.P. possible.—Wim. 1420 evenings. [1115

Vauxhall Velox Cars Wanted

1958 Vauxhall saloon required, consider Cresta.—Greenways, 81, Alresford Rd., Winchester. [W4087

VAUXHALL CRESTA

COLINDALE SERVICE STATION offer:—

1955 Vauxhall Cresta in magnificent condition throughout, one careful owner only, mileage under 30,000, fitted with a host of extras; £529.—158-159, Edgware Rd., N.W.9. Tel. Colindale 6122. [C1166

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1955 Vauxhall Cresta saloon, duo green, usual Cresta extras plus radio, new whitewall tyres, exceptional value; £495.—226-232, 246-248, High Rd., London, N.15. Tot. 0415. [1257

TOWN BRIDGE GARAGE, Trowbridge, Wilts, offer:—

1958 (July) Cresta saloon, duo grey, 7,000 miles, one careful owner, superb condition throughout; £965.

TOWN BRIDGE GARAGE, Trowbridge, Wilts. Tel. Trowbridge 2572/3. [1099

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3 offer:—

1958 Vauxhall Cresta, latest type, charcoal grey and mounts a rose, one owner, 10,000 miles, as new; £950. [C1001

1956 Vauxhall Cresta; £610.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4875-4. [C2110

1955 (Nov. 1954) Vauxhall Cresta, duo maroon/grey, one owner, 22,000, radio, heater, etc.; £525.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond 6441. [C1116

1958 Vauxhall Cresta, brand new, 285 miles only, blue with ivory top; £1,025 for quick sale; private owner.—Box 0210. [9959

1958 Vauxhall Cresta, black/green; £925.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow. Potter Street 121. [C3038

VAUXHALL CRESTA

JULY, 1958, Vauxhall Cresta, duo-grey, fitted with o/drive, radio, seat partition, etc., 5,000 service just completed; cost £1,200, nearest offer.—Phillips, Speedwell 3718. [1123

Vauxhall Cresta Cars Wanted

ALMOST new Cresta required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8895. [W3016

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328.

112 and 114, Wardour St., W.1. Gerrard 4343.

AND Western Ave., W.3. Acorn 4641. [0117/R

"AUTORAMA" for Vauxhalls; consult us for genuine used car value.

GRAHAM BROS. (MOTORS), Ltd., The Autorama, 799-835, Chester Rd., Stretford. (Trafford 5311.) [0283/R

Vauxhall Miscellaneous Cars Wanted

SHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328.

AND Western Ave., W.3. Acorn 4641. [0118/R

ROWLAND SMITH'S, the Vauxhall buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

VAUXHALL cars, post-war models, urgently required.—Golly's Garages, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

VETERAN CARS

WELHAMS, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915 cars. [C4070

1910 Cadillac 2-seater, 1914 Sunbeam tourer, V.C.C. dated.—Evans, "Thorneycroft," Burlington Rd., Buxton. Tel. 3171. [1011

Veteran Cars Wanted

VETERAN wanted, pre-1904 Benz or something similar.—Cranmore Bros., Ltd., Hagley Rd., Birmingham, 17. Bearwood 2311. [1131

VINTAGE CARS

FRAZER NASH 1953 chain-driven T.T. replica, Blackburn engine (the prototype), illustrated and described "Motor Sport" 1953, completely reconditioned using original parts, all new tyres; good home wanted.—Details, 6, Abbots Close, Chingford 62527 (after 7 p.m.). [9984

VOLVO

1950 Volvo, B.r.g., taxed, Phillips radio, loose covers, etc., also host of spares including diff., camshaft, hubs, halfshafts, brakelinings, h.p. available, whole car recently reconditioned; £295.—J. Hitchin, Great Staughton, Huntingdon. Tel. Kimbolton 455. [1110

VOLKSWAGEN

ECL

1958 Microbus, fitted with caravan conversion including cooker, wash basins, etc., 18,000 miles; £695.

1956 model (Sept. 1955) de luxe saloon, fixed head, black, a beautifully maintained car in excellent condition; £565.

1956 model (November 1955) de luxe saloon, fixed head, jungle green, nominal mileage; £575.

1956 (May) de luxe saloon, fixed head, grey, 16,000 miles, excellent condition; £575.

1955 (July) Karmann convertible, iris blue, one owner, perfect condition throughout; £695.

1956 model (October '55) standard saloon, 27,000 miles; £465.

1958 (June) Microbus, fitted with European caravan conversion, indistinguishable from new, 6,000 miles, cost over £900; £795.

EUROPEAN CARS, Ltd., 129, Old Brompton Rd., S.W.7. Fre. 7711. [C2157

GRIFFIN MOTORS (Volkswagen agents).

NEW and used Volkswagen always in stock; comprehensive specialist sales and service.

GRIFFIN MOTORS (UXBRIDGE), Uxbridge Rd., Hillingdon, Uxbridge 8331. [T9136

B. J. HUNTER, Ltd., Austin agents, offer:—

1956 Volkswagen saloon de luxe, exceptional condition; £595.—Below.

1951 Volkswagen saloon, R.H.D., many modifications; £395.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1955 de luxe saloon, ultra maroon; £520.

1954 Volkswagen saloon, black; £485.

1956 Volkswagen sun roof saloon, colour reed green, many extras, one owner, low mileage; £650.—Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 5671-2. [C1080

1954 Volkswagen de luxe saloon, beige, Wessex conversion; £475.

1955 Volkswagen de luxe, black, sun roof, extras; £525.

BRADSTOCK MOTORS, 454, London Rd., North Cheam. Fairlands 6283. [C1090

1955 Volkswagen Microbus de luxe; £650.—Acorn 7660. [C4113

VOLKSWAGEN

ELM AUTOSALES (Volkswagen area dealers) offer:—

1956 Volkswagen de luxe saloon, one owner, strato-silver, extras; £595.

1955 Volkswagen de luxe sun roof saloon, strato-silver, one owner, extras; £565.

1957 Volkswagen de luxe, prairie beige/red, many extras, 20,000 miles; £635.

66—68, Hartfield Rd., Wimbledon, S.W.19. Sales Department. Cherry/wood 1615.

V/W Service Department, Elm Garage, S.W.19. Wim. 4825/0472. [C2067

BLACK & WHITE GARAGES. Phone 831 & 251, Harvington, Evesham.

ALWAYS a full range of new and used Volkswagen—cars and transporters—available; send for lists; visit our attractive showrooms—largest stocks of accessories and spares in the Midlands; also finest repair service in the Midlands by specialized trained V.W. mechanics. Volkswagen distributors for Worcestershire and Herefordshire; official Bosch and Hella distributors—all spares (trade also supplied); part exchanges, hire purchase, insurance.—Black & White Garages. Tel Harvington 331 Evesham. [0201/R

V&F MONACO MOTORS, the Volkswagen Specialists, offer:—

V&F.—1958 (June) Lisburn caravette Mark II, radio, refrigerator and water tank fitted, 6,000 miles only; £840.

V&F.—1956 de luxe saloon, strato silver, screenwashers, etc., small mileage; £595.

V&F.—1955 d.l. saloon, bronze, moderate mileage; £495.

V&F.—1955 Karmann cabriolet, duo colour, 21,000 miles only, superb condition; £695.

V&F MONACO MOTORS, official Volkswagen agents, Showrooms, 363, Fulham Rd., S.W.10. Flaxman 4536. Service Fre. 4414. [C4141

COVENTRY & JEFFS, Ltd., 52, Whiteladies Rd., Bristol, 8. Tel. 37076. Main distributors for Bristol, Gloucestershire and Wiltshire. [0667/R

!!! 1957 Volkswagen Microbus, only 9,000 miles, also !!! 1954 Microbus, as new; £525.—Pedigree Estate Cars, 340, Euston Rd., N.W.1. Euston 7889. [C3039

1955 Volkswagen Standard, 19,000 miles, excellent, no dealers; £450.—18, Chalk Rd., Chalk, Gravesend. [9952

1956 Volkswagen de-luxe saloon with heater and underseal, Strato silver, blue trim, virtually indistinguishable from brand new; £565.

450 other cars available. Write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire purchase terms. Exchanges. [C1035

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations; overseas visitors' enquiries welcomed; the original distributors and specialists.

1956 series, reg. 1955 VW Microbus, dual colours, gear box overhauled recently; £875.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. And Colborne Garage (Kent), Ltd., Manston, Kent. Tel. Manston 236. [0373/R

Volkswagen Cars Wanted

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. All years and models. [0960/R

D. C. S., the Volkswagen buyers.—Exeter Rd., N.W.2. Gladstone 7175. [W1072

ALL Volkswagen models wanted urgently.—The Hyde Motor Co., 153, The Hyde, N.W.9. Colindale 7898. [W2133

GOOD Volkswagen required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

V&F MONACO MOTORS.—The Volkswagen buyers.—363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [0300/R

Volkswagen Spares and Service

VW

VW MOTORS, Ltd., sole Volkswagen concessionaires; genuine spare parts obtainable from 259, Plaistow Rd., London, E.15 (adjoining Plaistow Station, District Line). Maryland 7661-5. Also 46-52, Lodge Rd., London, N.8. Cunningham 8000. [0647/R

EUROPEAN CARS, Volkswagen distributors.

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

LARGE new spare parts stores fully stocked.

129 Old Brompton Rd., S.W.7. Fremantle 7722. [0436/R

BRADSTOCK MOTORS, Ltd., the area Volkswagen specialists with the specialised know how and equipment.—Chase Rd., Epsom. Tel. 5696-7. [8109

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361; genuine VW spares, c.o.d., postal service, open all day Saturday for spares and reception; crash work a speciality. [0995/R

CRASH damage panel work and painting carried out, engines overhauled by VW-trained men; spares.—H. Harmer Car Sales, Ltd., 444-6-8, Brighton Rd., South Croydon. Tel. Uplands 8620 and 5012. [0036/R

ESSEX VW distributors.—The Service Garages (South Eastern), Ltd., for prompt attention for VW spares; immediate c.o.d. service; factory-trained personnel and specialised equipment for all repairs.—85, East Hill, Colchester 2772. [0553

V&F MONACO MOTORS, the oldest London Volkswagen specialists, offers its clients the best possible Volkswagen and Porsche Service and the most comprehensive supply of spares and accessories (sent c.o.d. if required); Volkswagen engines always in stock; situated centrally near Gloucester Road Underground station.

OPEN Saturday up till 1 p.m.—Address: 8, Astwood Mews, Courtfield Rd., S.W.7. Tel. Fremantle 4414, Frobisher 2999. [0706/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE ETC.

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.

1955 6/90, finished in maroon with maroon upholstery, radio, 10,000 miles, excellent condition; £655.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951); 399, London Rd., Croydon (Thornton Heath 4283), or 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [C4046

R. HARDY & Son offer:—

1956 Wolseley 4/44, black, red upholstery, low mileage, one owner; £625.—52-55, Marylebone High St., W.1. Hunter 0942. [8865

H. BEART & Co., Ltd., offer:—

1958 Wolseley 6/90 automatic, champagne with red leather, 8,000 miles only, B.M.C. warranty; £1,195.

1955 Wolseley 6/90 saloon, black with red hide, fitted radio, heater, a well-maintained example; £625.

1951 Wolseley 4/50 saloon, grey, fitted heater, 31,000 miles, one careful owner, immaculate throughout; £395.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

JAMES SPENCER, Ltd., offer:—

1957 Wolseley 15/50 de luxe saloon, finished in black with brown leather interior, fitted with heater, a superb example of this model and probably the only one available in this condition; £765.

JAMES SPENCER, Ltd., Broadway, Bexleyheath. Tel. Bex. 4263/4209. [C4134

MAYFAIR COUNTRY CARS offer:—

1955 4/44, superb condition, fitted heater; £550.—47, Montrose Place, S.W.1. Belgravia 5854. [C3008

MAC MOTORS (SURBITON) offer:—

1956 series Wolseley 6/90, radio, heater, one owner, immaculate; £685.—Elmbridge 3974. [C3139

1955 Wolseley 6/90, one owner, low mileage; £565.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441/6666. [C1036

GUY SALMON AUTOMOBILES offer:—

1958 Wolseley 1500, island green/Yukon grey, heater, screenwashers, 3,000 miles only, indistinguishable from new; £755.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENLYS offer with 4 months' guarantee:—

1955 Wolseley 6/90 saloon, one owner, blue and maroon with red interior; £695.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [1186

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1955 Wolseley 4/44 saloon, dark green/grey leather, heater, screenwashers, spotlight, exceptional condition; £575.—226-232, 246-248, High Rd., London, N.15. Tot. 0415. [1258

1956 Wolseley 4/44, one owner, immaculate; £595.—Motorwell. Tel. Pal. 5314/5502. [C3140

1957 Wolseley 15/50 saloon, one owner, black with red interior; £845.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Museum 1001. [C3039

1958 Wolseley 6/90, automatic, grey, one owner, guaranteed.—Coxeters, Oxford 2275. [9949

1956 15/50, Yukon grey with green trim, 17,000 miles only; £725.—Weybridge 3265. [C1143/2

YES—but if it's Wolseley—it's Sparks of Streatham Hill, S.W.2, your main depot.—Tulse Hill 3434. [0814/R

£795—Wolseley 15/50, 1957 model, one owner.—Offord, 67, George St., W.1. Welbeck 6899. [C3115

1957 15/50, one owner, black with green trim, very good condition throughout; £745.—Weybridge 3265. [C1143/1

BEART'S OF KINGSTON.—Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0862/R

AZ MOTORS offer Wolseley III saloon (regd. 1951), attractive bargain; £195!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

WOLSELEY

1955 Wolseley 6/90, 17,000 miles, one owner; £595.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

1958 model 15/50, one owner, 7,000 miles only, Yukon grey with green trim, as new; £865.—Weybridge 3265. [C1143

1955 Wolseley 4/44 saloon, heater, guaranteed; £520.—Oldfield 336, Kensington High St., W.14. Wes. 6631. [C3029

1957 Wolseley 1500, one owner, immaculate; £695.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1955 Wolseley 6/90, black, one owner, heater, a clean, well-maintained car; £575.—Stradlings, Ltd., Newbury. [9938

1956 Wolseley 4/44, grey, one owner, only 7,500 miles, as new throughout; £675.—Marley, 76, Cambridge Rd., Kingston. Kingston 8885. [C3016

1956 Wolseley 6/90 saloon, chauffeur kept and driven, low mileage, radio and heater, excellent condition throughout; £695.—Perivale 7366. [1059

1954 Wolseley 4/44, nice condition, moderate mileage; £515.—Dawnier Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewell 2382. [C2128

1957 15/50, Manumatic, black, red interior, heater, 12,000 miles; £795.—Fullers of Coombe, Kingston By-Pass, S.W.20. Malden 5666-7. [C2115

1958 Wolseley 1500, Yukon grey, heater, etc., 6,000 miles; £695.—Vandervell Bros., Ltd., Haverstock Hill, N.W.3. Swi. 4441. [C4067

1958 Wolseley 6/90 saloon, 4,500 miles, radio, exchanges etc.—Mr. Ingoldby, Wessex Motors, Ltd., St. Cross Road, Winchester. Tel. 5555. [C4087

1956 (March) 4/44 Wolseley saloon, grey, one owner, heater, nearly new tyres; £615.—Mitchell, 1, Balham High Rd., S.W.12 Bal. 2234. [0273/R

1958 (June) Wolseley 1500 saloon, 2-tone, heater, screenwasher, 3,000 miles, as new; £745.—Rawlings Tudor Garage, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281. [C4132

645 gns.—Wolseley 1500 late 1957 saloon, champagne/maroon, red leather, heater, screen washers, one owner, excellent condition; written guarantee; terms, exchanges.—Rowland Smith, below.

375 gns.—Wolseley 4/50 1950 saloon, black, brown leather, heater, excellent condition; written guarantee; terms, exchanges.—Rowland Smith, below.

295 gns.—Wolseley 6/80, November 1951, saloon, grey, grey leather, heater, excellent condition; written guarantee; terms, exchanges.—Rowland Smith, below.

165 gns.—Wolseley III 1939 de luxe saloon, black, sliding head, leather, heater, twin pass lights, good tyres, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, official Wolseley agents; quick deliveries, part exchange, specialized service.—Lyttelton Rd., (A1), N.12. Speedwell 3500 and 3350. [0408/R

300 miles only, registered 30/9/58, Wolseley 15/50, maroon, fitted radio, absolutely showroom condition throughout, save yourself £100; this is virtually a new vehicle; £975.

OAKTHORPE MOTOR Co., Ltd., North Circular Rd., Palmers Green. Pal. 1023. [3126

Wolseley Cars Wanted

WOLSELEY 4/44, 1954/56, wanted by private buyer, state colour and mileage.—Box 0234. [1033

15/50 Wolseley saloon required, consider 4/44.—Greenways, 81, Alresford Rd., Winchester. W4067

WOLSELEY 1500 wanted, small mileage; give particulars and price; private buyer.—Box 0265. [1198

ROWLAND SMITH'S, the Wolseley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

NEARLY new or small mileage Wolseley wanted.—Green and Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

Wolseley Spares and Service

RAMBAY MOTORS, Ltd., 242-248, High St., Barnet 5240.—Spares 1937 onwards, sales and repairs. [0707/R

Wolseley Spares and Service

BARKER'S MOTOR (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0523

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

WILCOX (SLOUGH), Ltd., Wolseley dealers, offer early delivery models 6/90 and 15/50 saloons; part exchanges and h.p. terms.—Morris House, Chandos St., Slough, Bucks. Tel. Slough 24181. [0306

R. HARDY & SON, 55, Marylebone High St., W.1.—Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Hunter 0942. [0517/R

HARD-SURFACED rockers, exchange 6/- each; new bushes, shafts and many other spares from 1930 onwards; s.a.e. list.—Thompson's, 106, Kingston Rd., Wimbledon, S.W.19. Liberty 8498. [0591/R

BEARTS OF KINGSTON, Wolseley distributors; factory reconditioned exchange engine, rear axle and gear box units; comprehensive stock of spares and accessories for all post-war Wolseley cars.—102, London Rd., Kingston. Tel. 3348. [0083/R

MISCELLANEOUS CARS

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 36 years. [C3010/R

1958 328cc Coronet de luxe 2/3-str. coupe, one owner, as new, taxed, £339/10; 1958 300cc Isetta Plus model, sun roof, one owner, taxed, £289/10; 1956 322cc Powerdrive de luxe 2/3-str. coupe, taxed, £249/10; 1957 Heinkel de luxe cabin, heater, spare wheel, one owner, £289/10; 1957 Tourette Progress 197cc de luxe, 2-str. coupe, fibreglass body, £239/10; 1957 350cc A.C. Petite de luxe coupe, one owner, taxed, £269/10; terms, highest part exchange allowance given.—Claude Rye, Ltd., 895-921, Fulham Rd., S.W.6. Renown 6174. [9915

Miscellaneous Cars Wanted

TRAYNOR MOTORS, Ltd., Grangewood 2530, require all types of cars for cash.—135, High St. South, East Ham, London, E.6. [W4032

MOTOR HEARSES

HEARSES and Handies in stock, immediate delivery, call and inspect. Brochures available.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Richmond 1161. [C1102

AUSTIN hearse 20hp 1935 chassis, bearer type, Alpe & Saunders body 1937, in good condition; offers.—D. R. Keates, Central Garage, Bradford-on-Avon, Wilts. [1197

BREAKDOWNS

COMMER 3-tonner with mounted Harvey Frost crane and ambulance; £32.

GARAGE SERVICE Co., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 4411. [C2019

MOBILE SHOPS AND CANTEENS

DENNIS Stork diesel double-entrance shop, £695; 16hp Austin, £300; 10hp and 30hp Fordsons and Bedfords from £100 to £450; also Morris and Austins.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022

MOTOR SCOOTERS

CLAUDE RYE, Ltd., the scooter people; come to us first; we have got all makes for immediate delivery! Buy now while stocks last; exchanges welcomed.—899, Fulham Rd., S.W.6. Renown 6174. [0210/R

COMERFORDS for Motor Scooters. Distributors for Adler, Diana, Lambretta, Bella, Maico, Dayton. Demonstrations, free tuition, hire purchase terms, etc.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [0575/R

TAXICABS

1949—56 Austin taxicabs, diesel from £260; h.p.; taxicabs bought.—Overstrand Motors, Ltd., 62, Cottage Grove, London, S.W.9. Brixton 2330. [0181/R

1949—56 Austin and Morris 5-4-door London taxicabs, petrol and diesel, from £145; ideal for private and public hire, ¼ deposit, balance over 3 years.—Palmers Motors, 3, Russell Gardens Mews, Kensington W.14. Park 9704. [C3034

Three-Wheelers Wanted

CLAUDE RYE, Ltd.—3-wheelers urgently required, top prices paid; h.p. a/cs settled.—899, Fulham Rd., S.W.6. Renown 6174. [0933

This section closes for press first post Monday

COMMERCIAL VEHICLES

NEW COMMERCIAL VEHICLES

A35 5cwt van, tweed grey, with passenger seat, immediate delivery; list.—West London Motors, 205, Fulham Palace Rd., W.6. Fulham 0066. [N4095

NEW Commer E.D.V.'s and Cob, immediate delivery from stock and list.—Met Garages, Ltd., Maida Vale 4801 and 7082. [1248

USED COMMERCIAL VEHICLES

PHILIP RICKARD, Ltd., offer:—

1958 A35 van, grey, extra passenger seat and bench seat in rear, 2,800 miles, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

HENLYS offer with 4 months' guarantee:—

1957 Austin A55 10cwt van, one owner, grey with red interior; £475.

HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station) Euston 1866. [1192

USED COMMERCIAL VEHICLES

1950 Trojan 15cwt van, in primer, £75; Austin 25cwt wanted.

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11 Speedwell 4411. [C2019

AZ MOTORS offer 1955-6 Ford 10cwt, van, carefully used, £225!; also 1955 Morris 5cwt van, £275!; low h.p.—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1953 Ford 10cwt van, £155; Morris 10cwt J-type van, 1954, £240.—Rawlings, Tudor Garage, Ltd., 928-931 Fulham Rd., S.W.6. Renown 2261. [C4132

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DP
DISTRIBUTORS PEUGEOT, Ltd., sole concessionaires for Great Britain and Northern Ireland, 127, High St., Croydon. Tel. Croydon 7213. [0391/R

BROMLEY, Kent, Area Dealers.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841. [N2073

LOCKHART'S, Peugot distributors, offer immediate deliveries.—12-16, Chiltern Rd., Dunstable. Tel. 114. [N3122

DISTRIBUTORS Hants, Dorset and South Wiltshire.—L.M.B. Motors, 142, Malmesbury Park Rd., Bournemouth. Tel. Boscombe 33267 [6675

JOHN S. TRUSCOTT, Ltd., Peugeot distributors, wholesale all West London postal areas; retail throughout U.K.; immediate deliveries all models.

173, Westbourne Grove, W.11. Bayswater 4274. [N4035

BALLAMY'S GARAGE, Automobile Engineers, Alfred Place, Worthing. Tel. Worthing 5769. Peugeot distributors, Sussex and South Coast. [0710/R

COOTER & GREEN, Ltd., specialists and enthusiasts, main agents, N.W. Kent, 485, Upper Elmers End Rd., Eden Park, Beckenham, Kent. Bec. 2565. [0592/R

PEUGEOT 403 saloon, in blue, immediate delivery from stock from the Sussex main agents.—Frost's Cars, Ltd., 399, Brighton Rd., Shoreham-by-Sea. Tel. 3584. [T9096

SW1.—Immediate delivery fabulous 403 saloon; demonstrations; terms; exchanges; main dealers.—Richards & Carr, Ltd., 85, Kinnerton St., S.W.1. Belgravia 3711. [N3045

PEUGEOT distributors in S.E. counties; demonstrations all models anywhere, any time; open week-ends; immediate delivery.—Pantiles Service Garage, Guildford 5326. [N3035

PLYMOUTH

JOE THOMPSON (MOTORS), Ltd.:—

NEW Plymouth saloons and utilities, choice of colours, and specifications.—91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [N4026

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GLANFIELD LAWRENCE (HIGHBURY), Ltd.

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RENAULT

BEVERLEY MOTORS, New Malden, Surrey. Malden 3232 [T9088

WALTON-ON-THAMES MOTOR Co., Ltd., main agents.—Bridge St., Walton-on-Thames 200. [0126/R

RENAULT

J. DAVY, Ltd.

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180.—184, Kensington High St., W.8 (Wes. 7181); 215, Brompton Rd., S.W.3 (Kni. 4215). [N1069

HERTFORDSHIRE.

RENAULT sales and service.

ALPINE BUSHEY GARAGES, Ltd., Bushey Heath. Tel. Bushey Heath 3282-3. [N1119

PB, Ltd., offer:—

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PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477 [N3033

THE HAYTER GROUP.

RENAULT Distributors for South-East Hants, West Sussex and Isle of Wight.

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YEADING MOTORS, Ltd.

RENAULT dealers and specialists.

DAUPHINES, all colours, from stock.—29, Yeading Lane, Northolt. Waxlow 6655. [0682/R

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FRED GUY for new Renaults; terms and exchanges.—198, King St., W.6. Riverside 3131. [0085/R

IMMEDIATE delivery Dauphines, any colour:—Wilsons, 1-3, Dorking Rd., Epsom 3901. [N4085

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SW1.—Immediate delivery of 1959 Dauphines from stock; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1 Belgravia 3711. [N3045

BROMLEY.—Immediate delivery Dauphine; choice of colours.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841. [N2073

LOCOMOTORS, Ltd.—114, Portland Rd., S.E.25; Renault main distributors and specialists; Dauphines of all colours available from stock.—Tel. Addiscombe 8921 [0188/R

BLUE STAR GARAGES, Ltd., Renault distributors, Dauphine demonstrator available, immediate delivery all models.—59-65, Belsize Rd., N.W.6. Maida Vale 5555. [T9131

CONNAUGHT ENGINEERING, the Surrey agents.—Models from £219 down; demonstrations gladly given; open for car sales until 8 p.m. and at week-ends; hire purchase, part exchanges.

PORTSMOUTH Rd., Send, Surrey. Ripley 3122. [0327/R

RENAULT sales and service; Dauphines with automatic transmission and standard transmission for immediate delivery.—Witcher & Sons, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0186/R

CHARLES FOLLETT, Ltd., London distributors. Showrooms: 16, Berkeley St., London, W.1. Mayfair 6266 Service: Work and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [N2010

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BOON & PORTER, Ltd., Castelnau, S.W.13 (Near Hammersmith Bridge). Riverside 4444. [N1022

JOHN S. TRUSCOTT, Ltd., for your Riley.

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1.5 and 2.6 Rileys for early and immediate delivery.

RIPCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-3-4. [N3052

RILEY 1.5 on view.—Davies Car Centre, 22-34, Horn Lane, Acton, W.3. Tel. Acorn 6731. [N1120

LEX for immediate delivery of Riley 1.5 and 2.6 models.

LEX GARAGES, Ltd., 585, London Rd., North Cheam. Derwent 2266. [1047

IMMEDIATE delivery 2.6, early delivery 1.5.—Wilsons, 36, Acre Lane, S.W.2. Brixton 4011. [N4085

RILEYS, all models; enquiries to Motouristis (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3016

CLARKE & SIMPSON, Ltd. offer immediate delivery 2.6 and 1.5 models; selection of colours.—49, Sloane Sq., S.W.1. Tel. Sloane 1456 [N1048

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IMMEDIATE delivery Riley 2.6 saloon, duo blue with grey upholstery, bucket seats; part exchanges, h.p. terms arranged.—Wessex Motors, New St., Salisbury. Tel. 3275. [N4087

DENHAM SERVICE STATION Ltd., B.M.C. dealers offer 1.5, 2.6 for early delivery; part exchanges and h.p. terms.—Oxford Rd., Denham, Bucks. Tel. Denham 2266 [0131

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GORDON LOVETT, Ltd., 45, The Mall, W.5. West London's largest Rover main dealers.—Ealing 4727. [0352/R

BASIL ROY, Ltd.—Early delivery all models.—161, Great Portland St., W.1. Tel. Langham 7733 [0168/R

SOUTHAMPTON distributors for all Rover models and spares.—South Western Garage, Marsh Lane. Tel. 22313. [0201/R

KJ MOTORS, Ltd., North-West Kent's leading Rover area dealers.—Bromley, Ravensbourne 3456. [0287/R

105R de luxe saloon, dove grey, new, unregistered, list price: £1,733.—Campbell Symonds, Wembley 6262. [N1037

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LAYHAMS OF CATERHAM, leading Rover main dealers for East Surrey, offer immediate delivery 105a and 90 models.—Caterham 2384. [0924/R

IMMEDIATE or early deliveries of 60, 75, 90 and 105S duo-tone models.—Dorking Motor Co., Ltd., 2256-8 Dorking. [N1086

W. T. RICHARDS (BEXLEYHEATH), Ltd., retail dealers for Rover cars, part exchanges.—74-78, Broadway, Bexleyheath 1666 [0033

METROPOLIS GARAGES, Ltd., for demonstrations of Rover 90, 105R, 105S.—45, Earls Court Rd., Kensington, W.8. Wes. 4544. [0107

WATFORD and district.—Harris Mayes & Co.; delivery enquiries invited; Rover dealers since 1933.—Ace of Spades Garage, Watford 34026. [0752/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd.—Rover distributors and parts service.—Marefair, Northampton. Tel. 31682. [0001/R

KDM & CHERRINGTON, Ltd., for early delivery of the new Rover models; terms and exchanges, 9, Albemarle St., W.1. Grosvenor 5551 [N2054

R. P. POWELL (MOTORS), Ltd., East London area dealers, inquiries invited for all Rover models.—821, Romford Rd., Forest Gate E.7. Maryland 7781. [0457/R

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BEVERLEY MOTORS, New Malden, Surrey. Malden 5232. [T9088

CROYDON.—H. Harmer Car Sales, Ltd., dealers, 444-8, Brighton Rd., South Croydon. Uplands 8629. [0681/R

BOURNEMOUTH.—Main dealers for demonstrations and delivery from stock.—Hartwell Motors, 195-205, Charminster Rd. Tel. Winton 1777. [0241/R

GUILDFORD.—Stanley Godfrey & Co., Onslow St. Tel. 67269 for immediate delivery Gazelle convertibles and saloons. [0088/R

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BEVERLEY MOTORS, New Malden, Surrey. Malden 5232. [T9088

PENNANT, duo green, ex-stock.—Burse & Inglis (Motors) Ltd Willesden 4869. [N4017

STANDARDS on view, all models.—Davies Car Centre, 22-34, Horn Lane, Acton. Tel. Acorn 6731. [N1120

BYE-PASS MOTORS, Ltd. (Formerly Fox and Nicholl, Ltd.)

EXCLUSIVE Standard retail dealers, models for immediate delivery; h.p. terms and part exchanges arranged.—Kingston By-Pass Tolworth, Surbiton, Surrey. Derwent 1122. [0689/R

FOREST HILL and Sydenham.—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26 For. 9351-3 [N2115/R

PENNANT and Eight, immediate delivery.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [0684/R

HILLWOOD MOTORS are Standard stockists; all models in stock or for early delivery.—Mill Hill (London) 4232 [N2108

KJ MOTORS, Ltd., Standard/Triumph main dealers, part exchanges, demonstrations.—Bromley, Ravensbourne 3456. [0484/R

SUTTON, Surrey.—Read Car Co., Ltd., Brighton Rd., Sutton, the Standard and Triumph agents.—Vigilant 8978 and 8403 [0538/R

IMMEDIATE delivery Standards, any model or colour.—Wilsons, 38, Acre Lane, S.W.2. 1-3, Dorking Rd., Brixton 4011. [N4065

ENSIGN, Pennant, 10 and 8hp saloons; immediate delivery; list price.—Kings Motors, 1, High St., Hounslow 5532/2559. [N2049

STANDARDS, all models; enquiries to Motourists (London) Ltd., Gt. North Rd., East Finchley Station, N.2 Tudor 2301-2. [N3018

IMMEDIATE delivery Standard Ensign and 10hp saloon; early delivery all models.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [N2066

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R

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BREW BROTHERS, Ltd.—Enquiries invited.—133, Old Brompton Rd., S.W.7. Fremantle 3353. [N1088

BARNET area.—Sunbeam main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413/R

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DONALD VINCE & Co., Ltd., area dealers and specialists; demonstrations at any time.—158, London Rd., Croydon. Tel. 5775 or 1147. [0341/R

SUSSEX distributors.—Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R

CHALKWELL MOTOR Co., Ltd., for Volkswagen.—Westcliff-on-Sea. Tel. Leigh-on-Sea 78247. [0685/R

MOONS MOTORS, Buckingham Palace Rd., London, S.W.1. for your new car; unrivalled service, repairs and spares facilities.

MOONS, Sloane 9185/8309. [0837/R

WALTER SCOTT, Ltd., area dealer for N.W.3, terms, exchanges.—39, College Cres., N.W.3. (Swiss Cottage Tube.) Pri. 4466. [N4006

BRADSTOCK MOTORS, Ltd., official area dealers.—Volkswagen de luxe saloon for immediate delivery.—Chase Rd., Epsom. Epsom 5696-7. [N1090

JOHNSON & BROWN offer Volkswagen saloon for immediate delivery.—268-270, High St., Bromley, Ravensbourne 8841. [N2073

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery; demonstrations; exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R

CROYDON.—H. Harmer Car Sales, Ltd., area dealers, 444-8, Brighton Rd., South Croydon. Uplands 8629. [0127/R

DISTRIBUTORS, Devon, Cornwall and Somerset demonstration models.—Lisburne Garage, Babbacombe Rd., Torquay 7041. [0785

HANTS and Dorset distributors, sales, service, spares.—Modern Light Cars, Ltd., Lodge Rd., Southampton. Tel. 22828. [0938/R

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CLARKE & SIMPSON, Ltd., offer immediate delivery 6/90 and 1500 models.—49, Sloane Sq., S.W.1. Tel. Sloane 0436. [N1048

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JACK ROSE, Ltd., Wolseley stockists for your new model.—Stafford Rd., Wallington, Surrey. Wallington 6677. [N3056

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FOREST HILL 2432.—Self-drive and chauffeur-driven.—Moore Park Garage, 110, Woodyale, S.E.23. [0679/R

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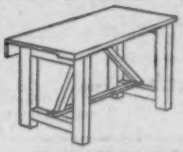

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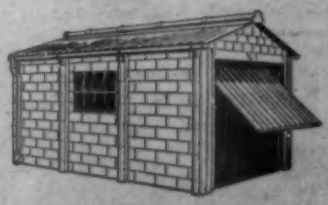

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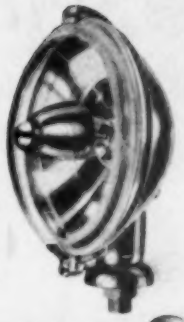

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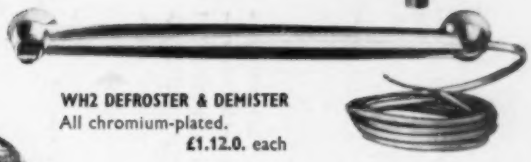

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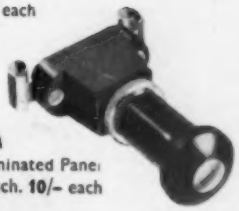

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